

THE DEMOCRATIC NATIONAL CONVENTION ILLUSTRATED.

SECOND COPY,

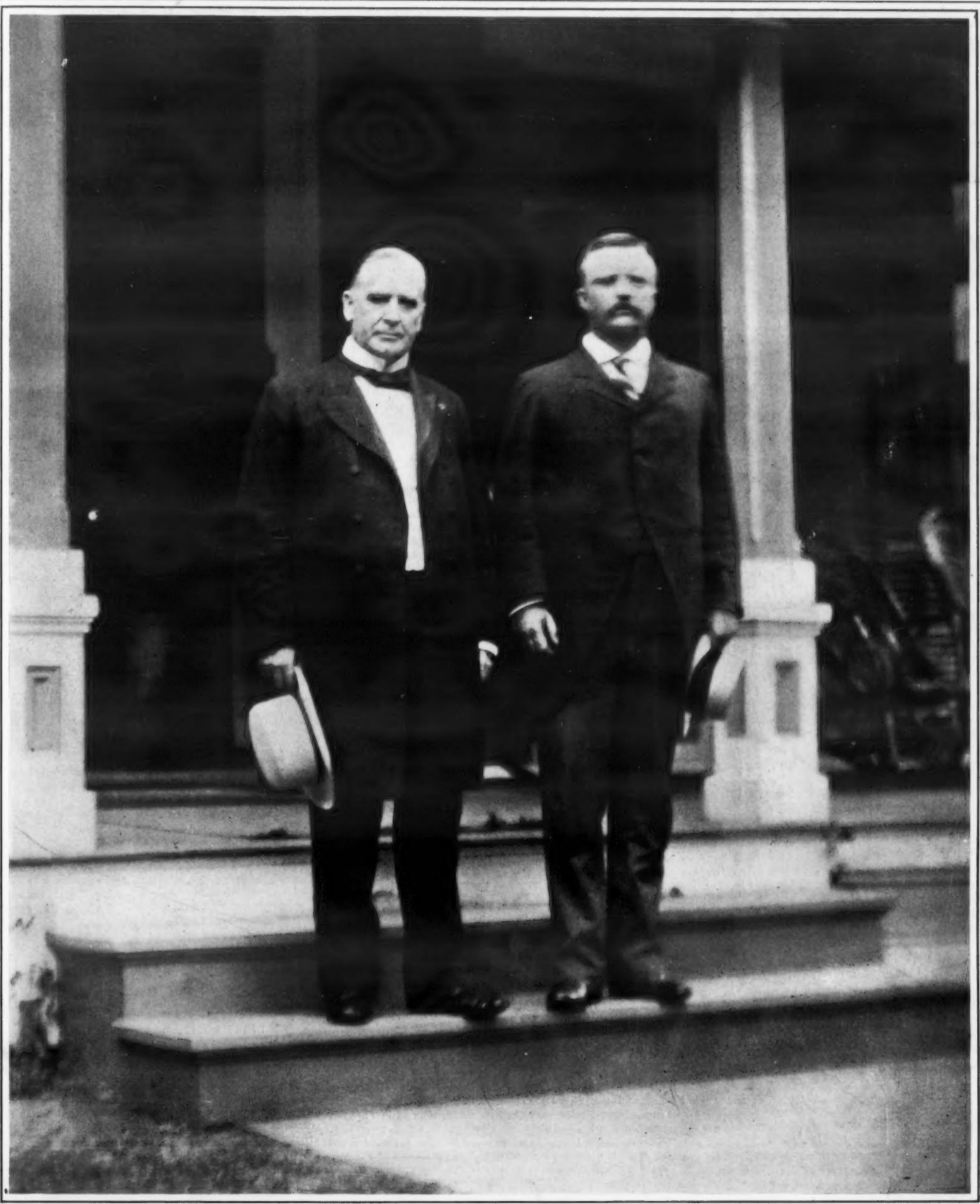
LESLIE'S WEEKLY ILLUSTRATED

VOL. XCI.—No. 2341.
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NEW YORK, JULY 21, 1900.

PRICE, 10 CENTS. \$4.00 YEARLY.
13 WEEKS \$1.00.

Entered as second-class matter at the New York Post-Office.



PRESIDENT MCKINLEY AND GOVERNOR ROOSEVELT AT CANTON, O.

PHOTOGRAPHED AS THEY STOOD TOGETHER ON THE FAMOUS FRONT PORCH OF THE MCKINLEY HOME, ON THE OCCASION OF THE VICE-PRESIDENTIAL CANDIDATE'S RECENT VISIT.—COPYRIGHT, 1900, BY FRED. W. MEYER, CANTON.

LESLIE'S WEEKLY.

PUBLISHED BY THE JUDGE COMPANY.

Judge Building, No. 110 Fifth Avenue, New York.
Western Office, Boyce Building, 112 Dearborn Street, Chicago, Ill.
EUROPEAN SALES - AGENTS: The International News Company, Bream's Building, Chancery Lane, E. C., London, England; Saarbach's News Exchange, Mainz, Germany; Brentano's, Paris, France.

SATURDAY, JULY 21, 1900.

SUBSCRIPTION RATES.

TERMS: \$4.00 per year; \$2.00 for six months.

FOREIGN COUNTRIES IN POSTAL UNION, \$5.00.

Subscriptions payable in advance by draft on New York, or by express or postal order, *not by local checks*, which, under present banking regulations of New York, are at a discount in that city.

Our Opportunity in China.

(Contributed Article for *Leslie's Weekly*.)



DR. WILLIAM ELLIOT GRIFFIN.

SINCE Marco Polo's days one great object of the civilized world has been to tap the riches of China. Even in Mediaeval times the great demand was for spices which came by way of Arabia from the Chinese and Malay world. Arabs first sailed eastward as far as Korea, returning with the floating needle, "the south-pointing chariot," which they brought back and gave to the Italians, who made it "the mariner's compass." The Venetians and Genoese followed, bringing back silks, dye-woods, perfumes, spices, gold, precious stones, and pearls, until the Turks shut the routes and drove Columbus to seek the back-door of the Orient by the West. In those days China was "Cathay," and "India" was anywhere east of Arabia.

For one hundred and fifty years America was considered as a nuisance to navigators and an obstacle on the route to China. Men kept on trying to find China by sailing up our rivers and into our inland lakes. Finally, convinced that this continent was a hard fact, and the southern route too long, they sought by sailing both east and west to find "the northwest passage." At last, in 1879, Nordenskjöld cried "Eureka!" and reached Japan.

Nevertheless, passage among icebergs is too long by a year or two, and our commerce and passengers must move by railway and steamer. In these days even the ex-Tycoon of Japan rides on a bicycle. Russia is trying to tap China by a route laid on iron rails. French and British hope likewise to run railways out of their Burmese and Annamese possessions into the regions of tea and silk. Italy and Germany have nibbled at China's seacoast; but, after all, transport by water is cheaper. The United States, with only an open sea between herself and China, humanity's most teeming hive, has the supreme opportunity. The true route to China has been found. Now that the "open door" is assured us through the splendid diplomatic victory of Secretary Hay, the opportunity is boundless. With tremendous re-enforcement in opportunity and resources we have the Philippines also. In a word, we command at once what the ages sought—the Chinese and Malay world.

On the richest, largest, and best-watered plain in the world dwell one-fourth of the human race. Man for man, the Chinese are the superiors of any nation by which they are surrounded. Patient, industrious, peaceful, understanding organization, the Chinaman sets a high value on the comforts and enjoyments of life. He wants many things, and often the very things, that we can give him. He is not much given to traveling from his native land. Only the Chinese of two or three southern provinces have yet traveled into countries adjoining, across the sea to the United States, and southward to Australia. Yet, wherever he goes, he shows his superiority by ousting the petty native traders, at Manila, in Korea, and Saigon, for example, because he has a far better commercial instinct and training, more insight, patience, and perseverance.

The Chinese are the freest people in Asia, and the most democratic. The merchant, instead of being spit upon and socially inferior, as in old Japan, Korea, and India, is in China honored. Within his own country he likes to travel, move, and sell his goods, and has long been noted for his canals, internal commerce by junk and boat, by wagon and litter, by pack-horse and mule, and on the human back.

His weakness is that he lacks mental initiative, invention, and desire for novelties unless first convinced that he needs them. In a word, where the Chinese is defective, the American abounds. The latter can show the former the better way, furnish him with the modern inventions, and demonstrate that the new labor-saving devices are mutually and ultimately better for all. Once it was thought that Chinese prejudice was invulnerable, that the Feng Shuey (wind and water) superstition, which is really a rough sort of natural science and hygiene, would forever operate to prevent telegraphs and railways. Facts have proved that the contrary is the case. Chinese history (when we take the trouble to understand it) shows that

(Continued on page 46.)

The Vice-President as a Power.

DURING the life-time of the First Congress, that which sat from 1789 to 1791, Vice-President Adams cast twenty votes on even divisions in the Senate. Adams impressed his personality to such a degree on legislation in those two years, in which the framework of the government was laid on the lines on which it has been run, in a considerable degree, ever since, that he wielded almost as much power as the President.

Of course, at the beginning of the government, when there were only thirteen States in the Union, and the Senate was far smaller than it is now, ties in the votes of its members were much more frequent than they are to day. The Vice-President, nevertheless, as in the case of the tariff of 1846, which was put on the statute-book by Dallas's casting vote, has often in later days than those of Adams in that office had a powerful influence on legislation. Moreover, the deference which the President and the leaders of his party paid to the late Mr. Hobart, and the influence which he was known to have had in devising and pushing legislation, show that the Vice-President, when he is the right sort of a man, is a power in the government.

Four Vice-Presidents—Tyler, Fillmore, Johnson, and Arthur—went to the Presidency on the death of their chief. Three Vice-Presidents—Adams, Jefferson, and Van Buren—were made Presidents subsequently by election. At the beginning of the government the office of Vice-President was looked upon as a stepping-stone to that of President. The election to the second office aided Adams and Jefferson in getting the first office. Van Buren, who had been Governor of New York (then, as now, the first State of the Union), United States Senator, Secretary of State, and minister to London, deemed his election as Vice-President to be a promotion. His acceptance of that post unquestionably cemented the friendship between him and President Jackson, and did much to make him Jackson's successor four years later.

Some of the leading statesmen of their day have held the office of Vice-President, among them, exclusive of the seven men who have been mentioned, being Clinton, Gerry, Calhoun, Richard M. Johnson, Breckinridge, Hamlin, Colfax, and Wilson. A recent and distinguished Governor of New York—Levi P. Morton—held that post. Many others accepted the candidacy for the office—Everett, Pendleton, Logan, and Thurman among the number—though they failed of election.

Hamilton said in the *Federalist* that the Vice-Presidency would usually be "filled by characters pre-eminent for ability and virtue." It was the intention of the framers of the government to make this office really second only to that of President in dignity and power. No man ought to get it, they believed, and no man would get it, unless he was of full Presidential stature. There has been a disposition in recent years to rate the office of Vice-President much lower than the history of the post and the opportunities of its incumbents warrant. In the possession of the right sort of a man the office would quickly be brought up to its former prestige and influence.

Governor Roosevelt is a man of force, dash, and originality. He does things differently from other men. He not only grasps opportunities when he sees them, but he is in the habit of creating opportunities. His record as legislator at Albany, civil-service commissioner, Assistant Secretary of the Navy, and Governor shows him to be a man who is completely master of his environment, whatever that happens to be. During the incumbency of Roosevelt the Vice-Presidency is likely to be elevated to the dignity which it had in the days of the founders of the government. It can, and possibly will, as in the case of Adams and Jefferson, be made a stepping-stone to the White House.

The Girls' College.

BEFORE girls' colleges were devised the opinion *a priori* would have been that they would develop, in many of their features, on essentially feminine lines. But the curious circumstance that we encounter, now that so many young ladies' colleges exist, is that they are almost complete replicas of the college for young men.

The formation of the classes is just the same; the studies are not different to any large extent, except in their proportion; and the societies therein do not much vary in style and purpose. How nearly like one is the other, too, in their yearly commencements. The girls' essays on these occasions embrace a surprising range of large topics, with sonorous titles, in the old way so familiar to college anniversaries, so that we still wonder how it can possibly be that persons so young have been able to find out so much, and to discourse upon it all so eloquently, after four years of study.

The college mortar-board hat that we see on the feminine head might be transferred to Cambridge or Oxford, or to Harvard or Yale, without special notice, if accident carried it to these places of culture; while such ceremonies as the burial of trigonometry, the setting out of the class-tree, and the gift of a spoon, or cup, or something to the first child of a class are not wanting to the scheme of general repetition which prevails.

One would naturally think, though, that in the matter of athletics and games the difference between those in girls' colleges and the colleges for boys would be very marked indeed. Here, at least, some considerable departure from the boys' ways would seem altogether natural, if not inevitable. But how is it? The gymnasium exercises are sufficiently similar to make them very nearly alike; the rowing by the girls on adjacent lakes is not far away in style from that done by the boys; and the basketball is, we imagine, not at all of a new species at any girls' college.

And, to add to all this, the girls' college yell has at last come. Very recently Barnard College has developed one. Exactly what Wellesley, Bryn Mawr, and some others in the list have done as to the yell we do not know, except that some of them—Vassar in particular—have had sporadic yells; and we are not sure but that some of these are now petrified into permanency. A glance at the Barnard College yell shows that it has all of the really gibberish-nonsense quality that is the essence of the true article:

Zim brick! zim brick!
Ray, rip, roo!
Barnard, Barnard, 1902!
Who's who? Who'll do?
Barnard, Barnard, 1902!

Only a few days ago the girls of Smith College yelled in such

a manner that a permanent yell seems imminent at that institution, too. We are not writing this to condemn, but merely to describe an interesting evolution. Truly enough, as Tennyson says, "Woman, if not the lesser man," is man's quite easy imitator, and borrows from him, somewhat as the moonlight does from the sunlight, in her college doings and diversions.

The Truth about the Democratic National Convention.

REGARDLESS of a venerable superstition, the Democratic National Convention was held in an auditorium in Kansas City erected on the site of a cyclone calamity and fronting on a street with the unlucky number of 13. The erection of the great brick, iron and wooden hall was a marvel of quick work. Two days before the convention met, laborers, masons, carpenters and painters were still hard at their tasks, and the last took their hands off just as the convention was called to order at high noon, July 4th, but their work was amazingly well done.

It was Kansas City's first great national convention, and that lively town was as pleased over it as a boy with his first bunch of fire-crackers. The brainy, wide-awake press of the city woke everybody up in earnest, and every door was opened to the visitors. Party affiliations were forgotten, and the word Welcome was written on every cheerful face. The sun was hot, but a fine, steady breeze from the south made the convention hall more comfortable than that at Philadelphia. Visitors were fed and lodged and generally cared for as well as they have ever been at any national convention during the past twenty years, and I have attended all, of both parties, during that period.

In enthusiasm it far surpassed the Philadelphia convention. I have seen nothing like it since the Chicago Republican National Convention which nominated Blaine in 1884. It was a new experience for Kansas City, and it made the most of it. Twenty thousands persons, at least one-fourth of them women, crowded at each session into the hall. The 20,000 cheered every time the band played; they called lustily and with generous impartiality alike for the favorite orators of the Western townships or of the Eastern capitals. They listened with wonderful patience to the dullest speakers; sat with pleased countenances even while the stupid details of the formal and official organization of the body were being read, and they joined with magnificent heartiness in the first storm of applause that came, as it has come at every Democratic National Convention since the close of the war, when the lively strains of "Dixie" announced the presence of the band. And when "The Star-spangled Banner" followed, and a few thoughtful and patriotic young ladies promptly rose to their feet, the great mass of the 20,000 quickly grasped the idea, and the grand national hymn was thereafter always received by a standing and a cheering multitude. The Republican National Convention at Philadelphia was an incident in the life of an old conservative town, where enthusiasm is not easily stirred. The Democratic National Convention, in the new and rapidly-growing emporium of the West, marked an epoch, and was accordingly vociferously celebrated. Everybody shared in the glorification. Men who had trampled on each other two days before to get a glimpse of the Republican candidate for the Vice-Presidency at the Kansas City depot were found in the front rows of seats in the convention hall, wildly swinging their hats and cheering the lusty Bryan orators who came out from the prolific bosom of the West. So much for enthusiasm! We all remember the end of the Blaine campaign. Votes are what count.

The presiding officers were not as fit and capable as those that handled the Philadelphia convention, but the former had a noisier crowd to look after. Chairman Jones, of the Democratic National Committee, was far behind Senator Hanna in voice and speech in the opening exercises, but Mayor Reed, of Kansas City, in his ringing words of welcome to the Democratic delegates, made an excellent impression. The temporary chairman at Kansas City was Governor Thomas, of Colorado, a slender, plain-spoken, but far from eloquent, man, who read his speech for over half an hour and hurried through the greater part of it because of the obvious fact that he was not attracting the attention he deserved from his good-natured audience. It evidently preferred a chairman who could make a speech without reading it, or read it so as to be heard. The permanent chairman, Congressman Richardson, of Tennessee, also read his inaugural; but being accustomed to speaking in the House of Representatives he measured his voice to the ball, and at the close of half an hour, when he cleverly proclaimed the candidacy of Bryan, he swept the convention off its feet in its first real outburst of frenzied enthusiasm, lasting for twenty-five minutes. Neither Governor Thomas nor Mr. Richardson can be or expects to be classed with orators of the polished and practiced school of Senators Lodge and Wolcott, whose speeches at the Philadelphia convention were masterpieces of rhetoric.

The most popular and effective orators at Kansas City were ex-Senator Hill, of New York, and Senator Daniel, of Virginia. The former, next to Bryan, was the idol of the convention. The crowd began to call for him at the opening exercises. As soon as Mayor Reed had finished his speech of welcome, cries of "Hill! Hill!" came from every part of the enormous building, and these were repeated at the close of every speech, and with such persistence that on several occasions the proceedings of the convention had to be suspended until the enthusiasm for New York's ex-Governor had had a chance to give full vent to its intensity. The managers of the convention clearly showed their disapproval of the Hill sentiment, and tried in vain to check it. Half a dozen other prominent Democratic speakers were called to the platform to satisfy the crowd, but the cry for Hill was always renewed at the close of every address. Ex-Governor Altgeld, pale-faced, but wiry and intensely in earnest, made a fiery political speech, and succumbed to the shouts for "Hill!" The band tried to still the tumult, and likewise failed. The speaker's gavel was no more potent, and the vast audience finally satisfied itself by compelling Hill to rise and

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PEOPLE TALKED ABOUT

— An ex president of the most famous Republican club in the United States who has served so well as Secretary of War, the Hon. Elihu Root, is one of the best-known Republicans in the State of New York. He is a native of Oneida County, New York, and came from a well-known New England family. His father was professor of mathematics in Hamilton College for thirty-six years, and it was from that institution that the son was graduated in 1864. He began the practice of law in New York in 1867, and rapidly acquired a large practice in connection with noted litigations, including the famous A. T. Stewart



SECRETARY OF WAR ROOT.
Copyright by Aimé Dupont.

will case, the Broadway surface railroad litigation, the Sugar Trust contest, and many other notable cases. Newspaper men will especially remember the success with which he appeared in behalf of the late Charles A. Dana, of the *New York Sun*, and successfully resisted the effort to remove Mr. Dana to Washington, under an indictment in the District of Columbia, for the publication of an alleged libel in New York. In 1883 Mr. Root was appointed by President Arthur as United States district attorney for the southern district of New York. He was a delegate-at-large to the constitutional convention of 1894, and has been prominent in the effort to reform the municipal administration of New York, and to place its Republican organization upon a better footing. Mr. Root's success as a lawyer is largely due to the brain work he puts into his cases. He has always been studious, persistent, and industrious. He is a most logical, convincing, and eloquent speaker, is thoroughly conscientious and equally courageous. He was prominently mentioned in connection with the appointment of minister to England by President McKinley, and is one of the closest confidential advisers of Governor Roosevelt. Mr. Root's position as a leader in his party in the State of New York is generally recognized, and high official honors would have been conferred upon him long ago but for his reluctance to consider them.

— Consul to the Garden of Eden—that is the remarkable appointment that President McKinley made on May 29th.

Officially, the appointment did not read just that way, but Harput, Turkey, is considered by learned men and students of ancient history to be the identical spot where Eve first suggested to Adam that apples were good to eat. And to Harput, the Garden of Eden, Professor Thomas H. Norton, of the University of Cincinnati, is to go, to represent the United States of America. Professor Norton's mission to the little Turkish town, midway between the Tigris and the Euphrates, will be to establish the farthest

PROFESSOR NORTON, OUR CONSUL TO THE GARDEN OF EDEN.

inland consulate representing this nation. The work he will have to do will be largely diplomatic, as Harput has now no commercial interests for America, and up till now there has never been a consul from the United States there. Professor Norton was nominated by the President to establish this consulate in the centre of Armenia chiefly on account of his familiarity with the Turkish people and their language, and his ability to handle the various diplomatic questions arising from the destruction of American property at Harput during the religious troubles of 1895, when about \$100,000 worth of American property was destroyed. The new consul uses French (the official language of the Ottoman empire), and is also familiar with Arabic, modern Greek, and Russian. Five years ago, when Turkey requested the United States government to recommend a scientist competent to found and build up a school of science at Constantinople, the late Secretary Gresham sent to the Porte the name of Dr. Norton. The Armenian atrocities came soon after this, and the Turkish plan was given up for the time being. Professor Norton for seven years lived in Great Britain and Canada, for four in Germany, and for six in France, where he had charge of a large chemical factory. He was the first to travel through Greece and Syria on foot and alone, and has walked, through Asia and Europe, a distance of over 12,000 miles. He was born in Rushford, N. Y., on June 30th, 1851, and now lives in Cincinnati's aristocratic suburb, Clifton. In order to reach Harput it is necessary to travel fifteen days on horseback. The manner of living is equally primitive, and Professor Norton feels that for the present it is better to leave his family in Cincinnati. For seventeen years he has been professor of chemistry at the University of Cincinnati, and for three years its librarian. He is a member of many scientific

societies here and abroad, and is one of the most brilliant, interesting, and popular men of Cincinnati.

— About Mrs. Amelia Folsom Young, of Salt Lake City, much interest centres, as she is generally known as the "favorite wife" of the Mormon prophet and leader, Brigham Young, during the time between their marriage and his death. It was for her that the famous "Amelia Palace," since re-named "the Gardo House," was built, the handsomest residence in Utah at the

AMELIA FOLSOM YOUNG, FAVORITE WIFE OF THE MORMON PROPHET.

time of its erection, and an object of great interest to tourists. Mrs. Young is the daughter of W. H. Folsom, the architect who constructed the Salt Lake Theatre. She was born in Buffalo, and her parents, having accepted Mormonism, went to Utah when she was a very young girl. The journey from Omaha to Salt Lake was made by wagon, and in the train in which Mrs. Young traveled was a fine span of Hambletonians, which were being brought out as driving-horses for Brigham Young. The team was attached to a light cart for the journey, and the subject of this sketch was the only one of her sex allowed to drive the blooded horses on the desert. She had not then seen the Mormon leader, but at the end of the journey he came out to meet the wagon-train, and she then had the first glimpse of her future husband. In less than three years she had accepted the hand of the prophet. Mrs. Young is fifty years of age, of fine figure, with blue eyes and regular features. Her mouth indicates firmness of character, which is said to be nearly as decided as that of her late spouse. Since the latter's death Mrs. Young has spent a great deal of her time traveling. She is now living quietly at her home in Salt Lake City in a handsome residence erected from her personal share of Brigham Young's estate.

— If ever a doubt existed as to the loyalty of the Canadian people to the English crown, that doubt has been effectually dispelled by the events of the South African war.

From the beginning of that conflict England has had the united and enthusiastic support of her Canadian subjects, and among the best and bravest fighters in South Africa have been the volunteers from the American colonies of her Majesty. In the hard-fought battles at Modder River, Colenso, and Vaal Krantz the Canadian troops were foremost in the fray, and won for themselves imperishable renown. Canadians are found occupying prominent positions in every department of the British service. Lieutenant-Colonel G. Sterling Ryerson, whose portrait we give herewith, went out as a

member of the Canadian army medical staff, but after reaching Africa was appointed Red Cross commissioner for Canada, and more recently was transferred to the Red Cross corps stationed at Lord Roberts' headquarters. Colonel Ryerson is a veteran, and has been through several hot campaigns in his home country. He served with the Canadian troops during the Fenian raid of 1870, and was at the front during the Riel rebellion of 1885. He has been prominent in Red Cross work for years, and is now chairman of that society in Canada. He is also a member of the Order of St. John of Jerusalem, and is well known throughout the Dominion as a brilliant and efficient officer.

— It is a rare political convention nowadays, State or national, that is not brightened by the presence of one or more representatives of the gentler sex. The Republican convention at Philadelphia had two; the Prohibitionists at Chicago were fortunate enough to include a hundred or more; but the Democrats at Kansas City gave place to only one. That one was Mrs. Elizabeth M. Cohen, of Salt Lake City, Utah. Mrs. Cohen's qualifications for this position are partly evidenced by the fact that she is the president of the Woman's Democratic Club, a live and progressive organization of the Utah capital. Mrs. Cohen is a native of New York

City, but removed to Salt Lake City in 1880. Since the consti-

tutional convention of Utah restored the franchise to women in 1895 Mrs. Cohen has taken an active part in politics, and has worked energetically for her party in every election, sometimes canvassing her district from house to house, and also assisting in getting voters to the polls. She was one of the leaders in the campaign preceding the special election last April to elect a successor to Brigham H. Roberts, and it was conceded that the work performed by the Democratic women at that time gave the party the great majority it had in Salt Lake County.

— Egerton Castle, author of the novel called "The Pride of Jennico," from which the play of the same name was taken,

would like very much to come over to the United States and see how that play looks, and incidentally to see what America is like. He probably will dramatize his new novel, "A Bath Comedy," himself, and if he does we shall get a glimpse of him. He is a lithe young Englishman, who is part owner of a Liverpool newspaper, who is an expert swordsman—as handy with the foils as Sir Charles Dilke, his near neighbor on Sloane Street, in London

— a capital linguist, and a literary critic of high standing. Just now he is putting the finishing touches on a new novel that is to be published simultaneously in the United States and England, but he finds it slow work, for reasons that became apparent the other day to the writer, who was chatting quietly with Mr. Castle, when the novelist suddenly jumped up, cried "Excuse me, excuse me!" and rushed out of the room. He returned in a moment, waving a newspaper. "What's the matter?" he repeated, in answer to a question. "Matter! Why, didn't you hear that newsboy calling 'Extra!' out in the street? I have so many relatives and friends fighting in the Transvaal that I can hear a newsboy calling 'Extra!' a quarter of a mile away. I'm all upset, and whenever the news from the front is bad I can't write at all." Mrs. Castle, who has been an invalid of late, collaborates with her husband in his literary work, and the most of the books that have made her husband's reputation bear her name with his on the title-page, and owe many of their delicate touches to her revision. One of Mrs. Castle's sisters is the novelist who is known to fame as "M. E. Francis," and to her friends as Mrs. Francis Blundell. Another sister is Miss Sweetman, whose published poems have attracted favorable notice. Mr. Castle has just formed a sort of partnership with David Belasco, of New York, who is going to dramatize the novelist's latest story, "A Bath Comedy," and is talking of making an arrangement for other work from the same pen.

— Miss Onoto Watanna is the only Japanese woman writer of fiction in America. She has written one very successful novel, "Miss Nume of Japan," and her short stories are appearing in high places. She is twenty-one years old, comes from Tokio, and has been here three years. In a letter her most intimate friend writes: "Onoto insists that her personality shall not intrude on her work, and says she does not care to trade on her nationality—that she would prefer her work reviewed on its own merits only. However, Onoto Watanna is not always a wise or responsible creature by any means. In fact, she is the most distracting mortal I have ever met.

She is unlike any writer I ever knew, for she is extremely pretty, and adores pretty clothes and society, dances, amusements, and all the rest. This, however, may be because she is so very young and popular wherever she goes. She is quick-tempered, passionate, sensitive—a bewildering paradox. She is a freethinker (like most half-castes), and says she is a socialist. She is always ready to espouse the cause of the weak. Her education has been slight and spasmodic, and she deplores this fact, and, in fact, intends taking a course in English literature at some university. Her work has been accepted by nearly all the best magazines. Her book is in its third edition. She is one of the few writers in the country earning their living entirely by their short stories. She writes too quickly, and does not take sufficient pains. Some of her pieces are unpolished diamonds. She has not an iota of patience. She writes a story of 3,000 words in half a day; her book of 60,000 words occupied one week of her time. She has a great deal of color in her face—her nationality puzzles one—she does not look English, nor yet Japanese, but is a pretty mixture of both. She has written three books—none of them worthy of her pen. The first she called "Okikusan," and it had no publisher; the second, "Miss Nume of Japan," published by Rand, McNally; and "The Old Jinrikisha," now in the hands of Eastern publishers."

LIEUTENANT-COLONEL G. STERLING RYERSON, CANADIAN RED CROSS COMMISSIONER IN SOUTH AFRICA.



MRS. ELIZABETH M. COHEN, THE WOMAN DELEGATE TO THE DEMOCRATIC NATIONAL CONVENTION.

City, but removed to Salt Lake City in 1880. Since the consti-



ONOTO WATANNA, THE ONLY JAPANESE NOVEL WRITER IN THIS COUNTRY.



THE HAWAIIAN DELEGATION TO THE DEMOCRATIC NATIONAL CONVENTION—THE PRINCE IS SECOND ON THE LEFT.



THE DAILY CROWD IN FRONT OF THE CONVENTION HALL.



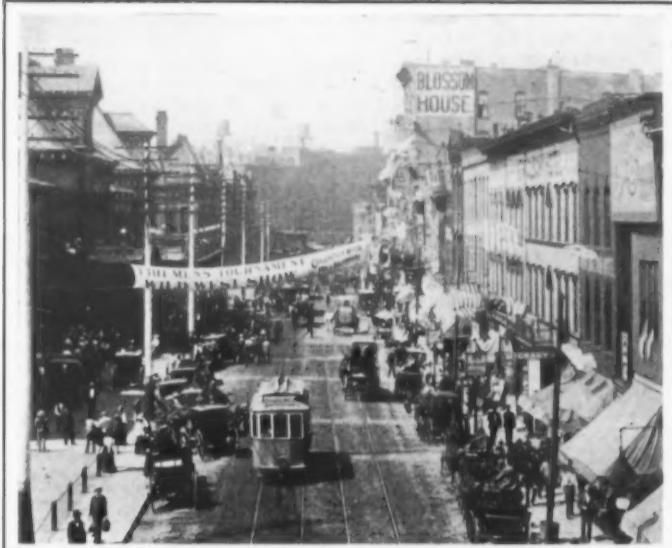
THE CONVENTION RISES DURING THE DELIVERY OF THE OPENING PRAYER.

THE DEMOCRATIC NATIONAL CONVENTION.

SCENES INSIDE AND OUTSIDE OF THE AUDITORIUM AT KANSAS CITY, IN WHICH IT WAS HELD.—PHOTOGRAPHS BY A. HENCKE AND GEORGE STARK, TAKEN ESPECIALLY FOR "LESLIE'S WEEKLY."—[SEE EDITORIAL PAGE.]



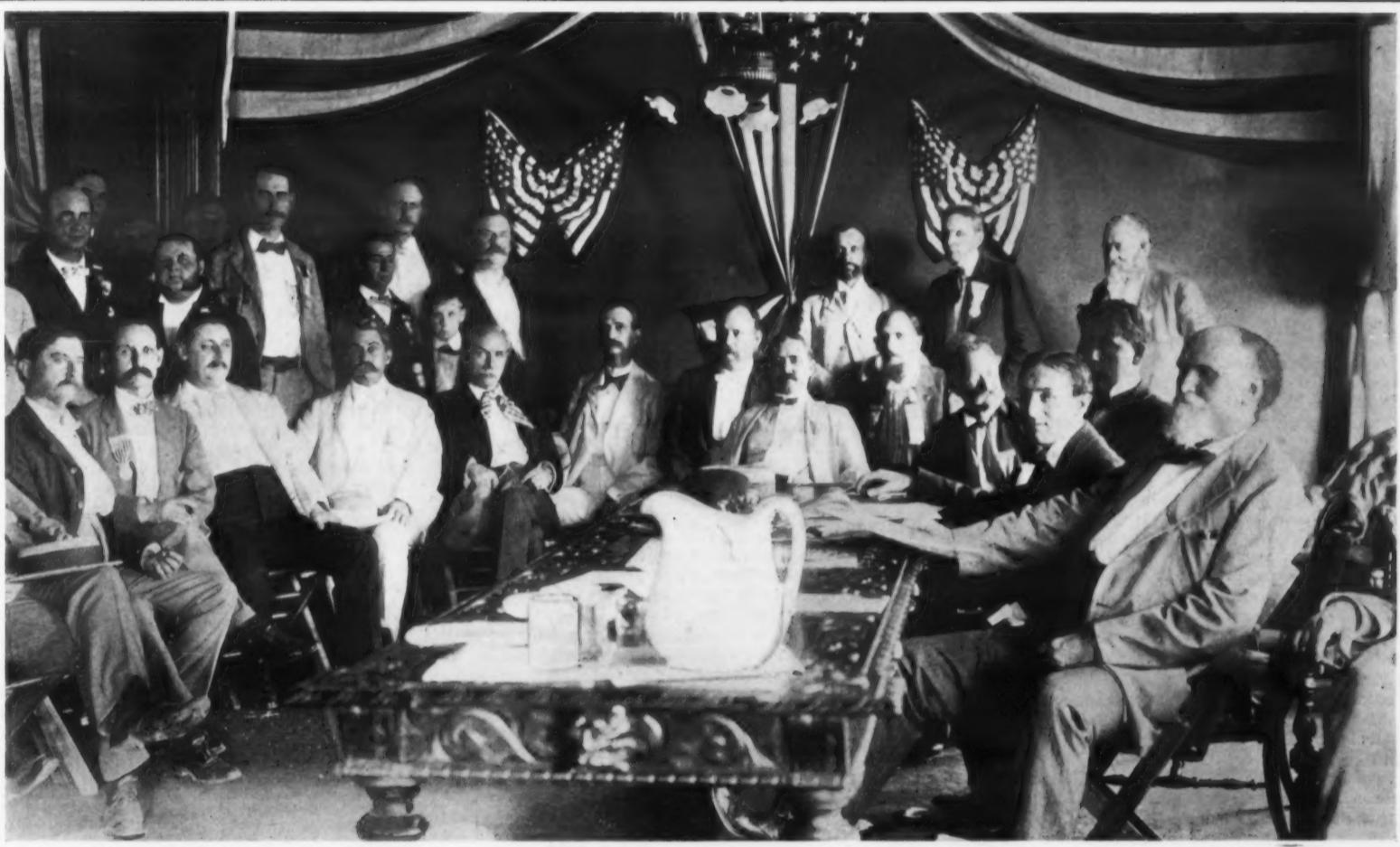
UNVEILING THE BUST OF BRYAN ON THE OPENING DAY.



THE THRONG ON UNION AVENUE, EN ROUTE TO THE CONVENTION HALL.



GOVERNOR THOMAS, OF COLORADO, THE TEMPORARY CHAIRMAN.



THE DEMOCRATIC NATIONAL COMMITTEE IN SESSION AT THE KANSAS CITY CLUB, CHAIRMAN JONES PRESIDING, AT THE RIGHT, IN THE FOREGROUND.



THE BUSY BUREAU OF INFORMATION, MUCH FREQUENTED BY STRANGERS.



EX-GOVERNOR ALTGELD, OF ILLINOIS, LEAVING THE CONVENTION HALL.

KANSAS CITY DURING THE NATIONAL CONVENTION.

NOTABLE DEMOCRATIC LEADERS WHO TOOK A PROMINENT PART IN THE NOMINATION OF BRYAN AND STEVENSON.—PHOTOGRAPHS BY A. HENCKE AND GEORGE STARK, TAKEN ESPECIALLY FOR "LESLIE'S WEEKLY."—[SEE EDITORIAL PAGE.]

Points of Interest in China.

THE Mongols who, under the great Kublai Khan, conquered China and established their dynasty in A. D. 1280, at once moved the capital to Peking, where it would be nearer their home country and easier to defend. But in the struggles that overthrew the Mongols and established the Mings upon the dragon throne, Peking was badly wrecked. The first of the Mings established his capital at Nankin, but the famous Yung Lo, the second of that dynasty, moved the capital back to Peking in A. D. 1421, and rebuilt the city. The present massive walls of China's capital were built at this time, and over the gates of the city were built the arsenals, in which are gathered the oldest specimens of cannon to be found in the world. The top of the wall is reached by inclines which are built along the inside of the walls near every gate. The destruction of the foreign legations has been largely accomplished by their bombardment from the top of the city wall by the ancient artillery taken from these arsenals over the city gates.

In the southeastern quarter of the Tartar city, just north of the Methodist Mission compound, where the foreign missionaries of Peking have been gathered for defense, stand the famous examination halls, where the scholars from all over the Chinese empire come for the civil service examinations. In her devotion to this ancient system lies the secret of China's past greatness and her present stagnation.

The capital city itself lies in the centre of a sandy plain, which was once the bottom of a sea when the waters of the Gulf of Pei-chihli washed the foot of the mountains that encircle it to the north and west. About thirty-five miles north of Peking is the pass leading through the mountains to Mongolia, through which it was reported that the Peking government retreated, taking the entire foreign diplomatic corps with them, when it was expected that the relief force under Admiral Seymour would reach the capital. Thirty miles west of Peking is the pass through the Tien-Shan, or Heavenly Mountains, through which goes the traffic between the capital and China's farthest dependency, Thibet. Beneath the walls of Peking are the numerous archerries, where every day can be seen the Manchu soldiery practicing with their ancient bows under the eyes of official inspectors. Archery is the oldest of Chinese sports, and volumes have been written regarding the proper poses, the fingering of the arrow, and other equally important points.

From Peking to the coast, the nearest point of which is at Taku, 120 miles to the southeast, stretches the marshy plain across which the allied forces of civilization are now struggling. Just across the gulf, scarcely 200 miles from Taku, are the fortified posts of Russia and Great Britain. Much is said of Russia's possession at Port Arthur, but little mention is made of Great Britain's position at Wei-hai-wei, which is only less important because no ribbon of steel connects it with the Power that stands behind it. Here, after the disastrous battle of the Yalu River and the capture of Port Arthur, the Chinese fleet made its final stand in the Japanese war. It was only after the batteries and fortifications commanding the harbor had been won by the Japanese and turned upon the fleet that the brave Admiral Ting surrendered; and after securing for his men the honors of war, he himself committed suicide on his flag-ship rather than wait the fate to be meted out to him by the board of punishment for his failure to whip the Japanese. Japan deserves little sympathy for the subsequent loss of this magnificent harbor and its cession to Great Britain, for she won it more by judicious soothing of itching palms than by valor, and the additional indemnity of 30,000,000 taels given her for surrendering her claims to this harbor and to Port Arthur amply repaid her for the outlay originally necessary to gain them. The English have greatly improved the harbor and strengthened the fortifications at Wei-hai-wei; and at the native town of Ma-Ta, across the bay from the old Chinese city, they have raised a regiment of Chinese and enrolled them as English soldiers. Wei-hai-wei is the base of supplies for the immense British fleet now operating off Taku, and to it have been taken the English refugees from Tien-Tsin and Pei-tai-ho. The cession of Wei-hai-wei to Great Britain, together with the lease of Port Arthur to the Russians and Kiao-Chau to the Germans, is largely the cause of the present Chinese uprising, for the people feared the dismemberment of the empire. Foreign aggressions in the past have only cut off outlying territory, but these last seizures have been upon the sacred soil of the original eighteen provinces.

GUY MORRISON WALKER.

Our Opportunity in China.

(Continued from page 42.)

these people can change their religion, philosophy, methods of government, and ways of doing things when the need requires. The prosperous railways in Chihli province crown the proof. The old "cycle of Cathay" is past. The twentieth-century Chinese welcomes railways, telegraphs, and machinery for the spinning of cotton, the making of silk, and the exploitation of mines.

The material riches of China are practically untouched. China's industry is to this day almost wholly agricultural, and all that has been done is on the surface. Think of the coal-beds, greater, perhaps, in available quantity than those known in all the rest of the world. Think of the iron, and, what is most important, the iron and coal to smelt it lying alongside. Agriculture has hitherto so absorbed the Chinese that they have scarcely thought of what was in the mountains and under their feet. Now they see the difference between a pygmy and a Titan. The unaided hands of man are as the former, machinery and chemistry used by experts are as the latter. Practically China's varied mineral wealth is yet almost untouched.

In both price and kind we can excel other nations in giving the Chinese what they need. There is a continual and increasing demand for our railway equipments. In Russian Asia, in Korea, and in Japan we have already shown what our workmen and manufactures can do. The American locomotive is cheaper and better fitted for the new railways, which must follow the configuration of a country with its varied features. In cotton imports American trade has within a decade increased 121 per cent in quantity and 59.5 per cent in value. Our petroleum is much better than the Russian article. Despite the

use of inferior Russian oil which is poured into American tins and thus sold, our imports of oil increased from one and a half to over five millions in the decade from 1887 to 1897. In flour, lumber, and machinery we show a steady gain.

There are three belts or divisions in China. One, the richest, most populous, most accessible, and in every way superior to either or both the others, is the Yangtze valley, which contains nearly half the people of China. The other is the southernmost valley of the Se Kiang, which will be more or less under the influence of the French on the south and the British on the south west. The other belt is that of the Hoang-Ho valley and regions north, which will be largely under the influence perhaps of Russia. Our grandest opportunities will be in the Yangtze valley.

We Americans have brains, energy, money, and enterprise. Show the Chinese honesty, justice, and humanity, and their markets are ours.

Mr. Eliot Griffis.

The Dream of a Volunteer.

WHEN I come home from the Philippine
I want no speeches made,
No jeweled sword nor loving-cup,
No banquet nor parade;
But just a table set for two,
A good, old-fashioned feast,
With flaky short-cake, light and white—
Two dozen at the least.

When I come home from the Philippines
I want some peach preserves,
A nutmeg-sprinkled custard pie
Would soothe my shattered nerve;
And don't forget the apple-sauce,
Nor hot molasses-cake,
With lots of ginger in it, too,
Like mother used to make.

When I come home from the Philippines
I want a home-made meal;
The kind that leaves no after taste
Of smoke and fire and steel.
So have it ready, with my chair
Just where it used to be,
And I'll hang up my army hat
And sit right down to tea.

MINNA IRVING

A Notable Russian Character.

PRINCE MICHEL HILKOFF, AND WHAT HE LEARNED WHILE HE VISITED AMERICA AS THE GUEST OF GEORGE H. DANIELS.

THE Imperial Minister of Railways of Russia is Prince Michel Hilkoff, who is a member of one of the oldest families of Russia, his ancestors having been princes for more than 400 years. The prince visited the United States a few years ago, and was the guest of the New York Central and Hudson River Railroad, making a trip over the road in daylight, accompanied by General Passenger Agent George H. Daniels and other officers of the company.

Mr. Daniels, who is a great admirer of Prince Hilkoff, says that there is a sufficient amount of romance about the life of the prince to form the basis of a dozen modern novels. He relates many interesting incidents concerning Prince Hilkoff, who, he says, is a great admirer of American institutions. On



PRINCE MICHEL HILKOFF.

their trip through the Mohawk valley Mr. Daniels explained to the prince that 200 years ago this valley, which is known as one of the most beautiful in America, was occupied by some of the more important tribes of American Indians, and he remarked that had it not been for the New York Central Railroad these Indians would still have possession of the valley.

The prince said that when he was eleven years old, and a student at St. Petersburg, he read a French translation of Fenimore Cooper's famous novels, and was so impressed with the stories of the Indians of the Mohawk valley, that he determined,

whenever he was old enough to travel, he would visit the United States, and the valley made famous by Cooper's writings. When the opportunity arrived he asked his teacher, of whom he was very fond, to make the journey with him, and together they came to the United States and traveled over quite an extent of country, visiting the Mohawk valley, Niagara Falls, and going as far west as Chicago, and as far south as Jacksonville, Fla.

The prince was deeply impressed with the growth of the United States, the energy and inventive genius of its people, and the character of its institutions. He was particularly attracted toward the American system of railroads. Some years later, a disagreement in regard to social questions which were then agitating Russia caused the prince to leave his native land, giving up his titles, and he came to the United States and went into a machine-shop in Philadelphia, studying the profession of a mechanical engineer from the beginning, and finally became a locomotive engineer and afterward superintendent of a South American railway. After being away for some years his love for his native land was so strong that he returned to Russia, keeping his rank and real name concealed, and secured employment on one of the Russian railways.

His knowledge of the business and the methods he had acquired in the United States were so superior to those about him that he soon rose from the comparatively humble position of locomotive engineer to that of superintendent of one of the lines in Russia. Here he attracted the attention of the government, and careful inquiries in regard to him having been instituted, his princely lineage was discovered, and the result was that his titles were finally restored to him and he was given by the Czar the highest position of its character in the empire—that of Imperial Minister of Ways and Communication of Russia, and the prince is to day, and has been for several years, one of the advisers of the Czar, who is also the president of the Trans-Siberian Railway.

The prince has taken an especial interest in the building of the Trans-Siberian Railway, which is to extend from St. Petersburg to Vladivostok and Port Arthur, a distance of 6,000 miles. While on his trip over the New York Central he examined carefully all new bridges and new features in locomotive building, taking back with him some blue prints, not only of the most modern locomotives, but also of the cars of the New York Central's Lake Shore Limited, and since his return has had constructed the train which is now running on the Trans-Siberian Railway, and which is a marvel in its way. It not only combines all the features of the great limited trains of the New York Central and Pennsylvania railroads, but it has other features that are remarkable: for instance, it has a chapel car, in which religious services are held; a gymnasium car, where travelers on the long journey across Siberia may have the benefit of the gymnasium for exercise, etc. It has a piano in one end of the dining car, where music can be enjoyed. The train is lighted with electricity, has bath-rooms, and practically all the appliances that American railways have. This old Russian empire, by taking advantage of the observations of this ardent admirer of our republic and its institutions, has taken a step in advance of even our most modern accomplishments.

Our portrait of the prince was taken near the whirlpool rapids, Niagara Falls, while he was on the trip over the New York Central in October, 1896. Some views of the imperial *train de luxe*, of the Trans-Siberian Railway are also printed in this issue. It is said of the young Czar of Russia, that during the life of his august father he was made president of the Trans-Siberian Railway, and that he has presided at every meeting of the board of directors of that company since that time, being deeply interested in the railroad and the development of that portion of his empire which we have heretofore known by the single word Siberia, but which through the building of this great artery of commerce is destined to become not only one of the great grain-producing regions of the earth, but also one of the great mineral-producing regions, as parts of the country are filled with minerals of all kinds—gold, silver, copper, iron, and coal; and these have all lain dormant for centuries for want of the transportation facilities which the Trans-Siberian Railway will furnish.

To Amateur Photographers.

LESLIE'S WEEKLY was the first publication in the United States to offer prizes for the best work of amateur photographers. Many of our readers have asked us to open a similar contest, and we therefore offer a prize of five dollars for the best amateur photograph received by us in each weekly contest, the competition to be based on the originality of the subject and the perfection of the photograph. Preference will be given to unique and original work and for that which bears a special relation to news events of current interest. We invite all amateurs to enter this contest. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with request for the return. All photographs entered in the contest and not prize-winners will be subject to our use unless otherwise directed, and one dollar will be paid for each photograph that may be used. No copyrighted photographs will be received, nor such as have been published or offered elsewhere. Many photographs are received, and those accepted will be utilized as soon as possible. Contestants should be patient. No writing, except the name and address of the sender, should appear on the back of the photograph, and in every instance care must be taken to use the proper amount of postage. Photographs must be entered by the amateur who took the picture. Silver paper with a glossy finish should be used when possible. Mat surface paper is not the best for reproduction. Preference is always given to pictures of recent current events of importance, for the news feature is one of the chief elements in selecting the prize-winners.

The Paris Exposition.—During the Paris Exposition LESLIE'S WEEKLY will devote a page or more, at intervals, to a special display of photographs taken on the exposition grounds by amateurs. The best photograph, from the standpoint of originality, interest, and artistic merit, at the close of the contest, November 1st, will receive a special prize of twenty dollars, and for each photograph accepted two dollars will be paid on publication. Entries should be marked: "For Paris Exposition Amateur Contest." See general directions.

SPECIAL PRIZES.—We offer special prizes of ten dollars to each prize-winner, until further notice, for the most unique, original, and attractive pictures in the following classes: Negro Life, Summer-resort Recreations and Summer-resort Bees, Automobile-driving, Cute Children (babies included), Indian Life, American Frontier Scenes, Gold-hunting in Alaska. Contestants should mention the class in which they desire to compete.

N. B.—Communications should be specifically addressed to "Leslie's Weekly, 110 Fifth Avenue." When the address is not fully given, communications sometimes go to "Leslie's Magazine," or other publications having no connection with "Leslie's Weekly."

The Truth about the Democratic National Convention.

(Continued from page 42.)

bowed several times. It was an extraordinary scene, and, strangely enough, it happened just after Mr. Croker, by a slender majority, had kept the ex-Senator from a well-deserved place on the platform committee. The Democracy must have a hero to worship. Just now the hero is Bryan. Four years from now Hill will be first of all, and in the natural order of things will be the Democratic candidate for the Presidency. That was written in the skies at Kansas City, and it was in the minds and mouths of many observant politicians.

The convention at Kansas City was replete with dramatic incidents, most of them, no doubt, pre-arranged by a master hand. The climax of enthusiasm came with the first mention of Bryan's name at the close of Permanent Chairman Richardson's remarks on taking the chair. The great building swayed with the roar of 20,000 voices, all pitched to the highest key of excitement. The balmy southern breeze that swept through the lofty transept waved a thousand American flags in the cooling air, and ten thousand more were waving in the hands of delegates and spectators. Then the standard-bearers of the States, led by Nebraska, the home of Bryan, began to crowd the platform. Each State tried to raise its name higher than the others. Some of the bearers mounted chairs; then they climbed on the platform tables, and finally enthusiastic and stalwart men mounted the desks and lifting one of their banner-men upon their shoulders held him far above the excited crowd, while, with the skill of an acrobat, he rose upright, balanced himself, and waved the name of his State, surmounting the staff, far above the highest. Others, in the hot rivalry of the moment, thrust their standards up toward the galleries, where willing hands grasped them and lifted them still higher and higher, until at last they were in the two top-most galleries, perched directly under the roof, on either side of the main aisle and over 100 feet above the delegates and spectators on the main floor. Every advance of the standards evoked a stronger burst of applause. The scene was wonderfully animated and intensely exciting. Something like it in lesser degree followed the anti-imperialistic declaration of the platform, the bold, public renunciation of Republicanism by ex-Assistant Secretary of the Interior Webster Davis, and his powerful plea for justice and sympathy for the Boer republics. The receptions to Hill and to Beckham, the boyish-looking Governor of Kentucky, were of the same extraordinary kind, but the latter did not have a warmer welcome than the Philadelphia convention gave to the Republican Governor of Kentucky when the name of Taylor was called upon the roll of delegates. Other dramatic incidents of the Kansas City convention were the unveiling of Bryan's bust, the reading of the Declaration of Independence, the singing of "The Star-Spangled Banner" by a young lady, the audience joining in the chorus, and the introduction of a dusky delegate from Hawaii, and of Mrs. Cohen, a delegate from Utah. Both the latter seconded Bryan's nomination. It was fitting that a woman should have the last word.

At Philadelphia it took just five hours, after the convention reached that line of business, to nominate both McKinley and Roosevelt. At Kansas City it required three hours to nominate Bryan alone. W. D. Oldham, of Nebraska, who made the nominating speech, delivered a stilted, over-studied, crude, and sophomoric effort. It was not strong in its phraseology, it had no charm of rhetoric, and it was devoid of oratorical power. Mr. Oldham was in earnest, but his delivery was rapid and his voice unemotional. Altogether he was a disappointment to a splendid and expectant audience, which listened respectfully and most of the time silently to his half-hour's eulogy of his candidate and his cause. Of the fifteen men who seconded the nomination, three—ex-Senator Hill, of New York; Senator Daniel, of Virginia; and ex-Governor Pattison, of Pennsylvania—made an impression. Some of the others spoke well, but most of them received scant attention. The audience began to tire at last, for even the Kansas City man and woman get tired after an all-day's sitting, and when the nomination of Bryan was finally announced the celebration of the event was short-lived.

The reading of the platform by Senator Tillman, of South Carolina, took fully an hour. Tillman read it for all it was worth, and more, too. He read it with great deliberation, emphasizing the important parts by tones and gestures that were unique and indescribable, and thus placed his audience in a receptive and responsive mood. The platform was a feature of the Kansas City convention. It was not even an incident of the Philadelphia gathering, for Senator Fairbanks, who read it, could not be heard, and if it had been heard its emasculated verbosity would not have pleased or interested its hearers. The platform feature of the Philadelphia convention was a rank failure. The crafty managers of the Kansas City convention made their platform as conspicuous as possible in every way. It was written to catch the crowd, East and West, North and South. It spread a drag-net for the doubtful voter whatever his fad may be, whether the Nicaragua Canal, sympathy for the Boers, the irrigation of our arid lands, the rights of labor, anti-Chinese legislation, free silver—anything that "goes" at the time here or elsewhere. And yet the worst danger to Bryan's hopes clearly lies in his platform. More than one Democrat who shouted for Bryan in the convention hall complained in secret the reaffirmation of the sixteen-to-one silver plank. "With that out of it," said a prominent New England leader, "we had a chance, and we fought our best to keep it out. We lost the battle in the platform-committee room, and in that hot chamber in Kansas City the die was cast that settles in advance the result in every doubtful State. They would not have free silver in 1896. How can we make them take it now?"

History, indeed, repeats itself, and sometimes at brief intervals. The Vice-Presidential stampede at the National Republican Convention in June was very nearly duplicated at the Democratic National Convention at Kansas City in July. It

would have been duplicated, in fact, had the leader of the New York Democracy, Mr. Croker, been as skillful as the leader of the New York Republican organization, Senator Platt. The New York delegation, it will be remembered, decided to present the name of Lieutenant-Governor Woodruff for the Vice-Presidency, and then went into the convention and joined in the general demand for Roosevelt, which stampeded the convention, though the Governor had all along declared that under no circumstances would he consent to be a candidate. At Kansas City the New York Democracy decided to name the amiable and talented John W. Keller, of New York, for the Vice-Presidency, and then sent Senator Grady to the platform to put Senator Hill in nomination for second place and to lead an anticipated stampede in his favor. Hill had declared that he would not accept the nomination. Like Roosevelt, he was a delegate-at-large, and, like Roosevelt, he was the idol of his convention, and had seconded the nomination of the party's candidate for the Presidency; but, unlike Roosevelt, he had the will and the strength to mount the platform when the stampede impended, and to declare, in terms that could not be mistaken, that he must not be named for second place, that he would not accept, and that the stampede must stop. It was a difficult task, for the ovation to Hill surpassed in intensity and vehemence that which Roosevelt received, flattering as the latter's was, at the Philadelphia convention. Croker and the other Tammany leaders stood aghast when they realized Hill's power and his strength of purpose. They had taken a lesson-leaf out of Senator Platt's political guide-book, but they had not learned the lesson well enough. So much for Dick Croker's effort to "down" Dave Hill.

J. A. S.

The First American Troops in China.

SAN FRANCISCO, July 2d, 1900.—The first American soldiers are off for China, and America is fairly entangled in the meshes of European politics. The transport *Grant*, brave in that white paint which is supposed to indicate profound peace, started from San Francisco late Sunday afternoon, the 1st of July, but just outside the bar met rough weather, and the rolling was such that a branch steam-pipe feeding her starboard engine burst and necessitated her return to her dock. She came back under half steam. It was extremely fortunate that the disabling accident did not occur after she was fairly out to sea. It was Tuesday before the transport was able to sail again.

Great anxiety has been manifested by the War Department to get the *Grant* off as soon as possible, as it will take her, at best, a month to reach China. She was delayed, however, by the non-arrival of General Chaffee, who will command the American troops in China. The transport is bound for Nagasaki for orders. It is expected that the stop at the Japanese port will be merely for a day, and that the *Grant* will then proceed immediately for China. Besides General Chaffee and his staff, the *Grant* carries a large number of officers, officers' wives, marines, troops, sailors, and nurses.

The troops consist of fifteen officers and 778 men of the Sixth Cavalry, six officers and 312 infantry recruits for Manila, eight officers and 221 men of the marine corps, and two officers and thirty-six sailors of the navy. There were also several members of the hospital corps and nineteen contract nurses, showing that trouble is expected ahead. All day Sunday the docks were crowded with people come to see the regulars off for China, and when the *Grant* weighed anchor a great cheer went up. The cavalrymen were in khaki suits and could not be distinguished from the recruits for Manila, save by the small yellow tassels in their campaign-hats. They will be mounted in China.

M. C. C.

For Pleasure-seekers.

"BEN-HUR" will re-open at the Broadway Theatre, New York, September 3d, with the chariot-race scene made still more startling and effective.

The roof-gardens and the continuous performances in New York are having their harvest of the summer season. Among the best of these are Proctor's continuous performances at the Fifth Avenue, Twenty-third Street, and Palace theatres, the theatre and roof shows at the Casino, the "roof-garden of all nations" at Koster & Bial's, the World in Wax at the Eden Musée, and the Venetian Terrace at Hammerstein's.

The love of old-fashioned minstrelsy still prevails among American pleasure-seekers. This is demonstrated by the decided success of the summer season of Primrose & Dockstader's famous American minstrels at Manhattan Beach. This popular resort is the attractive centre for all the sweltering millions who flock from New York at every recurring hot wave, and who find at the beach plenty of entertainment in the free concerts of Fanciulli's Seventy-first Regiment Band, Pain's great spectacle and fireworks, showing "Japan in Flower and Flame," and a first-class minstrel entertainment.

Among the recent star features of the bill at the Cherry Blossom Grove, New York Theatre roof, has been Carl Marwig's new ballet, "Die Puppen Fee," one of the best-known ballets in Europe, staged in the sumptuous manner characteristic of all of his productions. "The Four Colonies," the latest foreign act brought to this country, has been making a great hit at the "Grove." A. Baldwin Sloane introduces a new specialty in "My Rainbow Coon." Other novelties include Franham & Seymour, comedy jumpers; the Hawaiian Queens, Bruno & Russell, dancers and singers; and Joseph Adelman, xylophone soloist.

Some of the most interesting changes of the coming dramatic season are announced. Klaw & Erlanger have secured Della Fox, whose recovery to perfect health we are glad to chronicle, to play under their direction for a term of years. She will have a sprightly part in their comedy company, in "The Rogers Brothers in Central Park," and next year will be at the head of her own company in a play written especially for her. Adolph Zink, the Lilliputian comedian, will be one of the attractions in "Foxy Quiller"; Nellie Thorne, a young English girl, will play Esther in "Ben-Hur," and Burr McIntosh will have one of the principal parts in "Janice Meredith," a play of the Revolution, from which much is expected.

Those who saw James A. Herne in his latest domestic drama, "Sag Harbor," can appreciate that the actors and actresses really enjoyed the monster clam-pie served at every performance as the principal attraction of the supper scene. It is interesting to know that Mrs. Herne, who is as good an actress as she is a cook, prepared the recipe for the "Sag Harbor" clam-pie which Mr. Herne and his players found palatable and healthful eight times a week for six months. I am indebted to her for the recipe, which will interest those who have attended the performance and smacked their lips over the famous supper

served in the principal act. Here it is:

"SAG HARBOR" CLAM-PIE.

Try out one-quarter pound of medium fat and salt pork in bottom of kettle; add one quart of clams, with a quart of their liquor, and allow them to simmer slowly for ten minutes.

Slice thin eight small or six large potatoes and as many onions, and add to the clams, together with a cupful of cracker crumbs, stirring gently to prevent scorching over a hot fire.

Meanwhile a crust should be prepared, as for oyster-patties, and a large baking-dish lined with it. Season the clam chowder with salt, pepper (red and black), and a suggestion of sweet marjoram.

Pour the clam chowder into a baking-dish, and, covering it with a thin crust, place in a hot oven and bake fourteen minutes, or longer if necessary to give the crust a rich brown. Serve hot.

JASON.

Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of *LESLIE'S WEEKLY*. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable.]

No naval officer in the service of the country during the Spanish war was more generally beloved than the late Rear-Admiral John W. Phillip, the commander of the *Texas* during the famous engagement in Santiago Bay, in which Cervera's fleet was annihilated. The sorrow, so generally felt over the sudden death of the admiral, was in some degree mitigated by the knowledge that he had left to his bereaved family a life insurance of \$20,000 in the Equitable Life. Admiral Philip took out his first policy of \$10,000 in 1890 and his second policy in 1899, and had paid to the company in premiums \$6,400 in all. His family has already received the full amount of \$20,000. What stronger illustration of the benefits of safe life insurance can be found? How many men having an income fully as great as that of a rear-admiral utterly neglect to provide for their families while in health, and find, perhaps, when it is too late, that no provision can be made to meet an emergency. The beneficent character of life insurance is now so generally recognized that no man, no matter how small his income, should feel unable to make at least some small provision for his family in case of his death. It is noticeable that Rear-Admiral Philip did not seek insurance in the cheap assessment associations, but selected, as all conservative business men generally have done and are doing, one of the strongest old-line companies, feeling that, whatever might befall him, his policy was safe and beyond question.

"K." Indianapolis: All the great old-line companies of New York are virtually conducted on the basis of mutual companies. (2) I do not see how a policy-holder's interests can be unduly affected in either event.

"M." Milwaukee, Wis.: The company has an excellent record, but it is not as large nor as strong, in my judgment, as either one of the three great old-line companies of New York City, and a number of others that might be mentioned. I do not advocate cheap insurance. I believe in the best because in such matters the best, in the end, always proves to be the cheapest.

"C. A. N." Marshalltown, Iowa: As a banker you should appreciate the fact that the large, well-established, long-existing institutions of a financial nature are those which command the greatest confidence. They may not be absolutely superior in all respects to smaller and younger institutions, but the conservatism of age is an important factor in every financial institution, and this conservatism, beyond question, attaches most strongly to the great old-line companies of New York.

The Hermit.

A Wonderful 10-Cent Book.

How to do over 150 things of interest to men, women, and children is told in the wonderful little book called "How," just issued, and sold for ten cents by the Judge Company, 110 Fifth Avenue, New York. One reader writes: "I would not take ten dollars for the book if I could not get another like it." Edition limited.

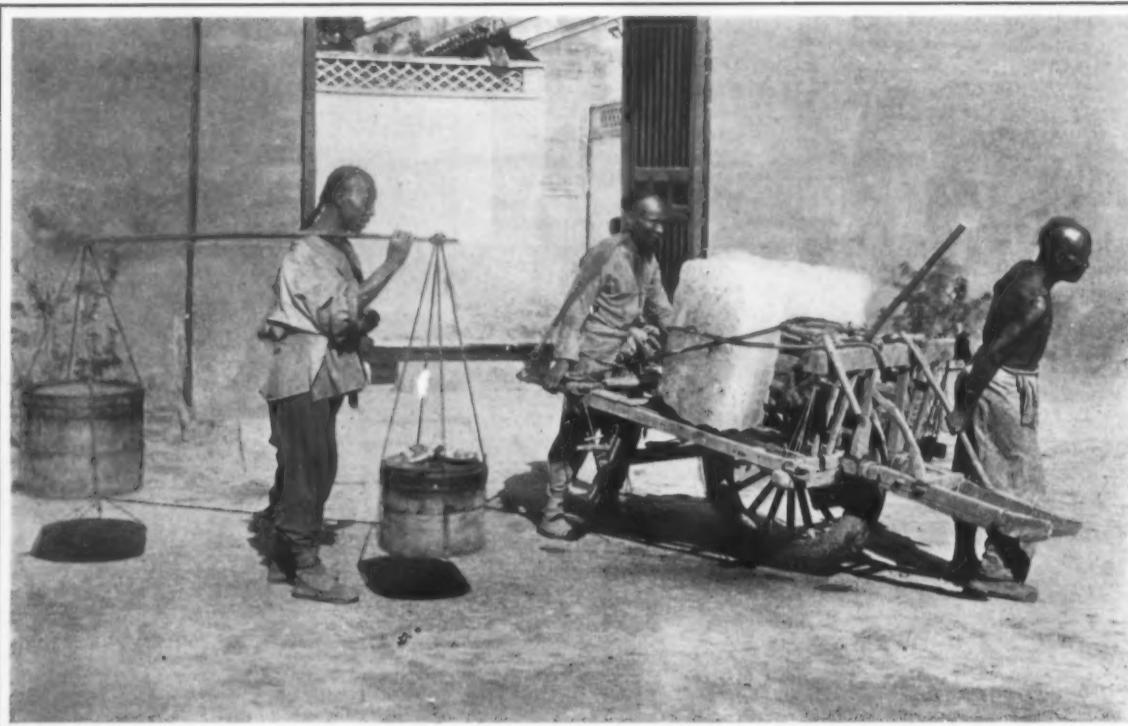
Can Sleep Now

SINCE LEAVING OFF COFFEE.

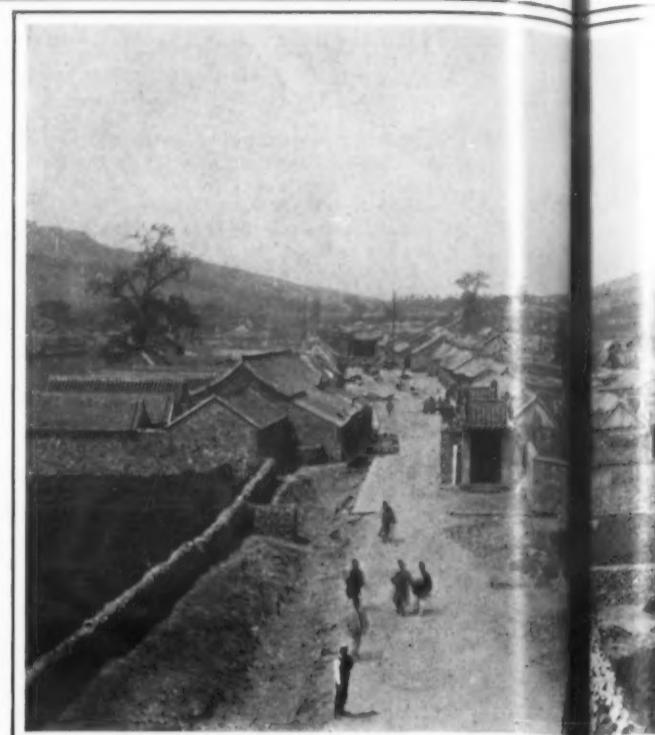
"Up to five years ago I had used coffee all my life, but was finally forced to give it up on account of the way it acted on me. Right after drinking it I would be taken with a dizzy headache and sour stomach, and have to make a cup of strong tea before I could go about my work.

"Two years ago I started on Postum Food Coffee, and since finding how to make it properly I would not exchange it for the best coffee I ever saw. My old troubles have disappeared entirely, I have gained considerable flesh, and, what is still better, sleep perfectly at night, which was not the case while using coffee.

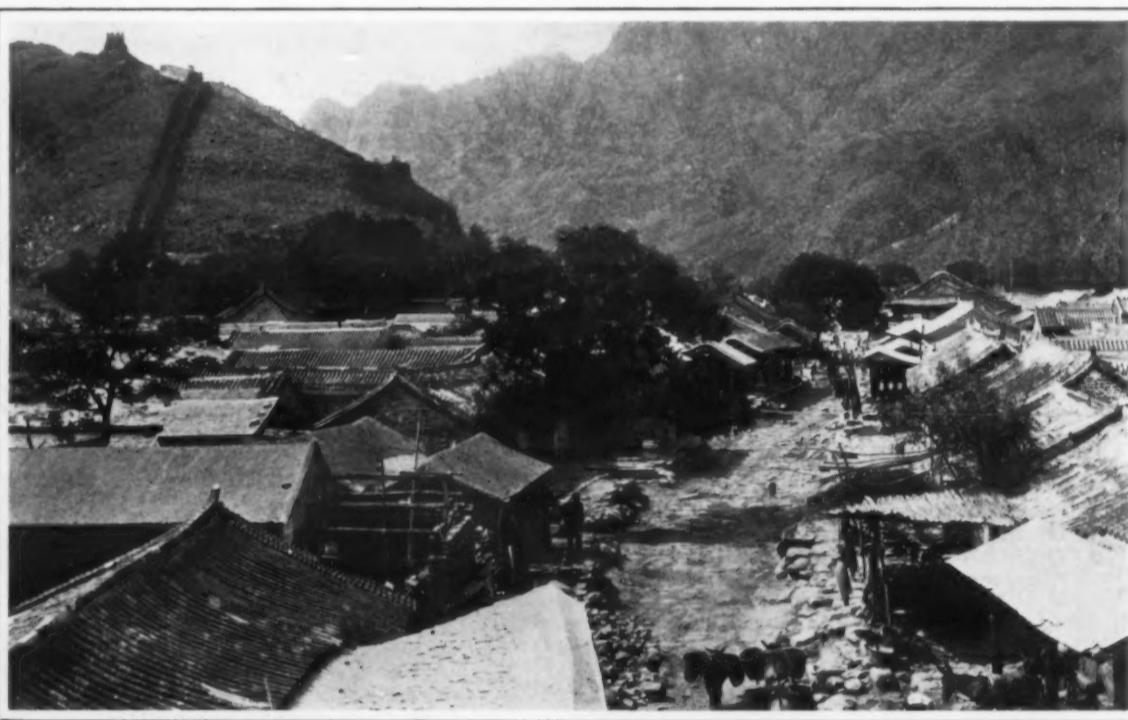
"When I first used Postum my husband complained of its being tasteless, so I tried to use more of it, but as that did not help matters I tried more boiling, which proved to be the right coffee.



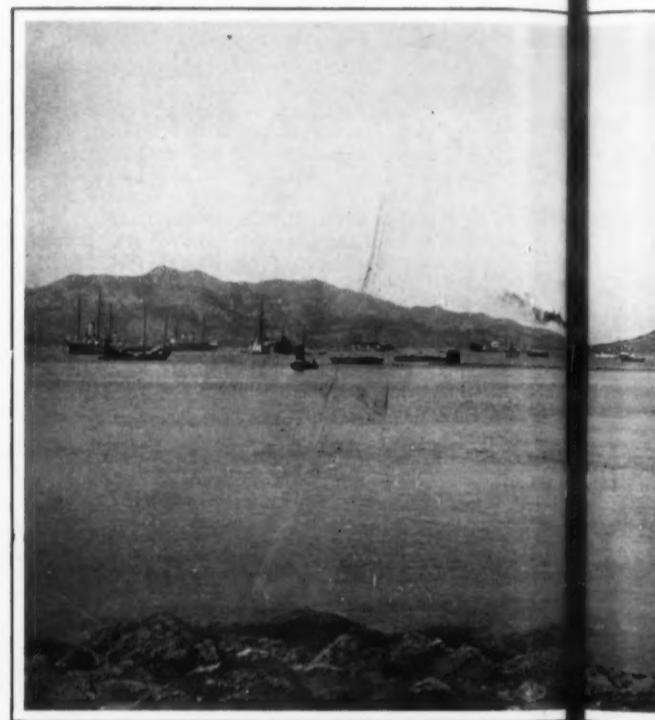
THE ICEMAN IN PEKING.



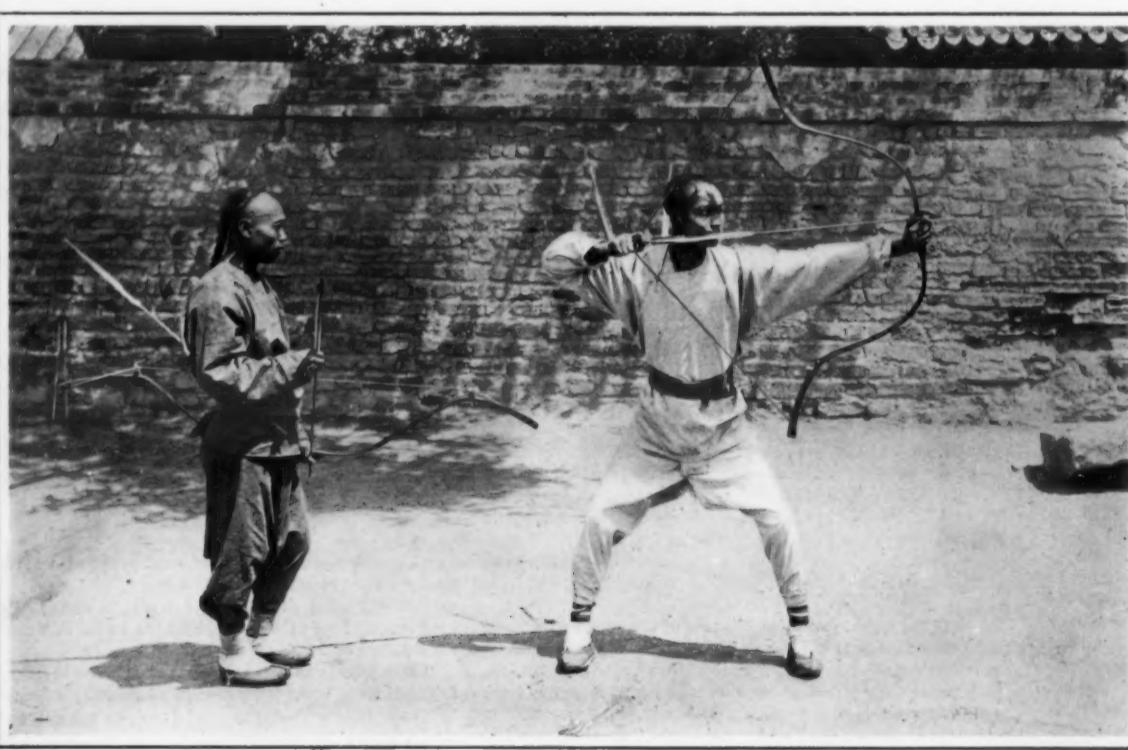
THE CHINESE QUARTER IN WEL...



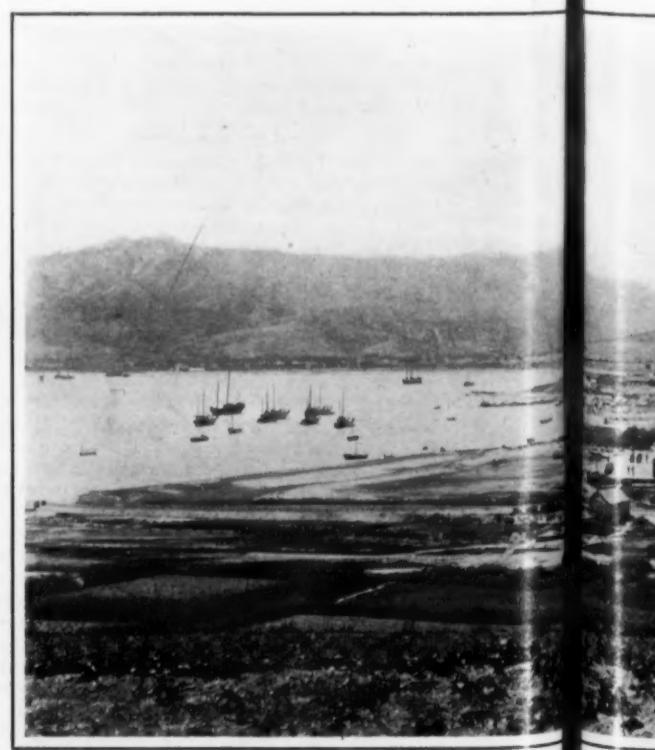
ON THE ROAD TO THIBET, FIFTY MILES FROM THE CAPITAL, THROUGH THE ROCKY RANGE SURROUNDING THE PLAIN OF PEKING.



THE BRITISH FLEET STATIONED AT ITS BASE OF OPERATIONS IN THE CO...



AN INSPECTOR TESTING A CHINESE BOWMAN'S STRENGTH.



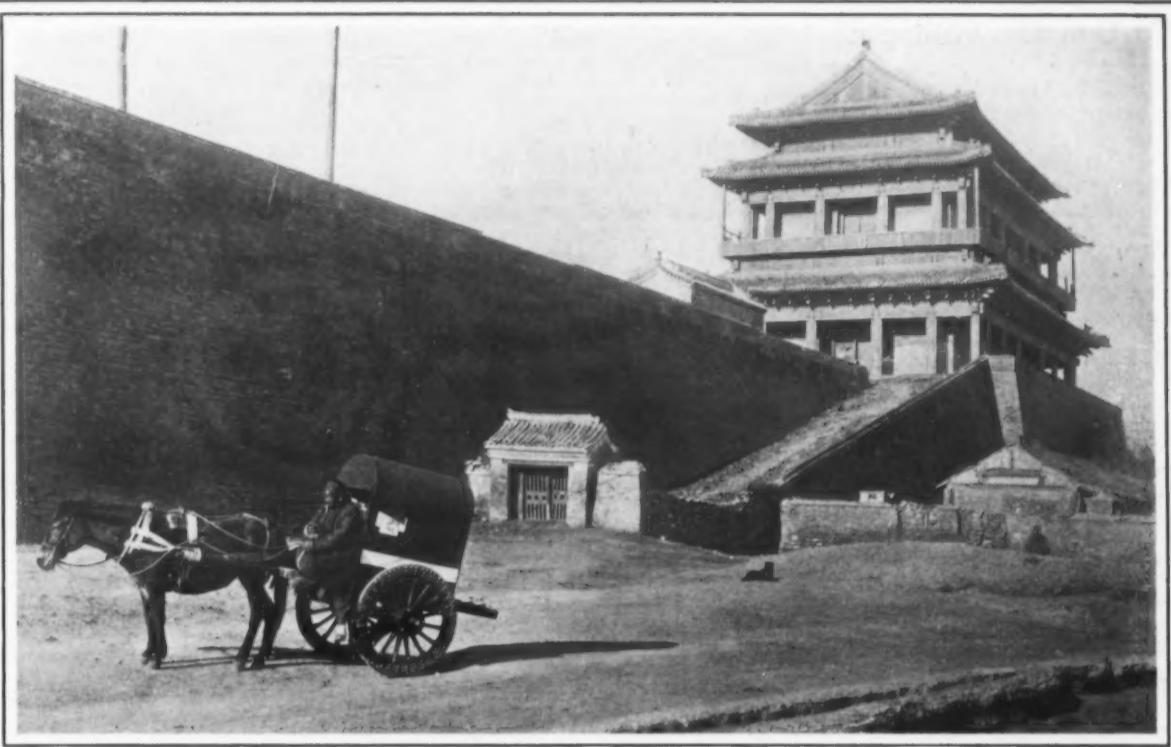
MA TA, THE RECRUITING STATION AND BARRACKS OF THE TARTAR TERRITORY, OPPOSITE...

THE REVOLT AGAINST THE BRITISH

PLACES OF SPECIAL INTEREST IN CONNECTION WITH THE OUTBREAK OF BOXERS WHICH HAS ATTRACTED THE ATTENTION OF THE WORLD.



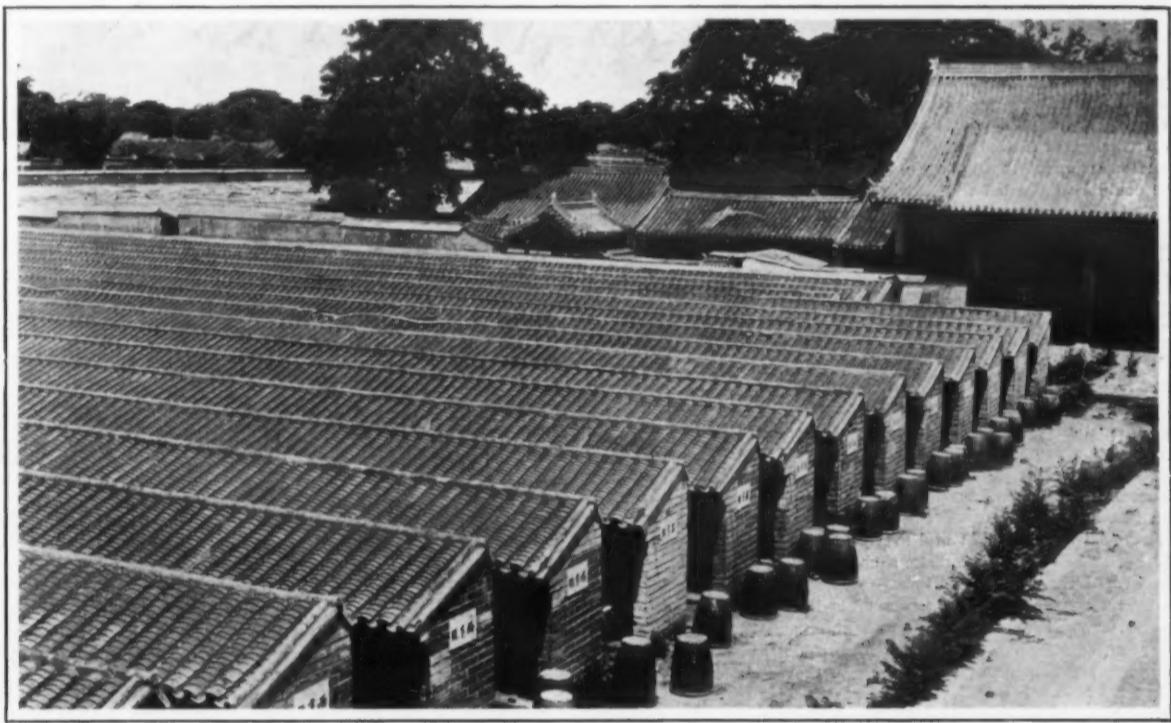
R IN WEI-HAI-WEI KNOWN AS THE OLD CITY.



WATCH-TOWER OVER THE GATE ON THE CITY WALL OF PEKING, SHOWING THE PATHWAY TO THE TOP OF THE GREAT WALL OF CHINA.



THE BASE OF OPERATIONS OF THE COMMODIOUS HARBOR OF WEI-HAI-WEI.



THE CURIOUS HALLS OR PENS IN WHICH CHINESE CIVIL-SERVICE EXAMINATIONS ARE HELD.



BARRACKS OF THE BATTALION OF THE ENGLISH CHINESE REGIMENT
OPPOSITE THE HARBOR OF WEI-HAI-WEI.



THE MOUNTAIN PASS, ABOUT THIRTY MILES NORTH OF PEKING, THROUGH WHICH IT IS REPORTED THE DIPLOMATIC CORPS AT PEKING WERE ESCORTED OUT OF CHINA.

GAINST MILITARIZATION IN CHINA.

ACTED THE UNION OF ALL THE GREAT POWERS -PHOTOGRAPHS BY THE COURTESY OF DR. LOUIS F. SEAMAN, OF NEW YORK.—[SEE PAGE 46.]

How To End the Philippine War.

A CONSIDERATE, PLAIN STATEMENT OF A FEW OBVIOUS AND GLARING FAULTS IN OUR PLAN OF CAMPAIGN.

(*Special Correspondence of Leslie's Weekly*)

MANILA, April 20th, 1900.—It is a military axiom that an army can travel at the rate of its supplies. There are but two alternatives for a command which outstrips its provision train—to starve, or to live on the country. Any person endowed with military intelligence, and who can estimate the various essential conditions which have to be created in order to overcome the natural disadvantages of a country and the artificial obstacles created by an enemy, has only to be in the island of Luzon for a month to realize that a campaign against the Filipinos has but one real difficulty—that of transportation of supplies. This difficulty, the United States above all other nations is admirably equipped to overcome, in view of her large number of mules and of packers who are used to handling them. Why this means of transporting supplies has been grossly neglected and underestimated, and the vital importance of it ignored, is the question that hundreds of army officers are asking.

To grasp the full value of this matter let us consider the two important circumstances which determine the character of a campaign, viz.: The nature of the country over which it has to be fought, and the strength and fighting characteristics of the enemy. The island of Luzon, as every one knows, is, broadly speaking, divided into two kinds of country—practically flat, intersected by many streams and ditches (this section being flooded during the rainy season), and extremely mountainous, with rapid mountain torrents and rocky canyons. The enemy consists of the lightest of light infantry, with a few sections of light artillery. In his march or flight he is scarcely encumbered with any supply train, and has, besides his ability to live upon the land, a second advantage in his perfect knowledge of the country.

In military science it is a well-established principle that to merely dislodge an enemy from his position when he has a hundred others equally good to fall back upon is of less value than either to pursue him relentlessly until his defeat becomes a rout and his units are so scattered and demoralized that a re-formation is impossible, or to accomplish a similar result by delivering a flank and rear attack, which, when successful, necessarily results in a large capture of arms and men. The Filipino army, owing to its extremely poor tactical disposition and the inability of its commanders to grasp the importance of establishing a position which could be defended from the flank and rear, in many cases left itself open to defeat by the latter method. There are greater difficulties in the way of overtaking and decimating the battalions when once put to flight by a front attack. The native soldier has but a light duck suit, a bag of rice slung to his belt, and whatever ammunition he possesses is in his pockets. Barefooted and wearing a light straw hat or linen bandage round his head, his only real weight is a Mauser. Even in the lightest field order our troops are heavily handicapped in a foot-race, besides having the unusual climate to sap their energy.

To say that these disadvantages are sufficient to debar the American army from pursuing, overtaking, and capturing large numbers of fleeing insurgents is to assume that infantry alone can be successfully employed in this campaign. The contrary has been thoroughly proved. Cavalry has marched for miles across strange trails by night and arrived on the field with men and horses in condition to make a charge. The infantry which covered the same ground was tired to a man. Infantry mounted on Filipino ponies has marched through mountain chasms, crossed numberless streams and fields of mud, all during the night, and brought up by daybreak in the rear of the enemy's position. No pony or mule in the whole command had even a tendon strained. Several large bodies of cavalry, all American horses, have traveled through vast territories, living on native rice and grass. It is needless to mention other instances. Cavalry or mounted infantry should have been extensively used from the first, and why they are not used, even now, in the number and manner which their success merits can only be explained by the fact that their rapid movements in pursuit of the enemy would be forever carrying them away from their supply-trains.

The same blundering policy which failed to grasp the need of rapid and continuous lines of supplies failed equally to understand the tactical value and moral effect of cavalry. To successfully carry on a vigorous pursuit it is necessary that a flying column shall be able to follow the enemy to the most remote positions to which he may retreat for safety. The object of such a pursuit is to give the fleeing troops not an instant's rest or opportunity to form and occupy a position for resistance. To keep such a pursuing column in good condition is a difficult matter at best, and the only way in which it can be kept alive for any length of time in a rough country where time to forage is a respite to the enemy is by carrying the supplies along. The only manner in which supplies can be taken with a column which, by the nature of its work, must go wherever the enemy goes is on pack-animals. Of all pack-animals the mule is best.

We have seen the nature of the country and noted the character of the enemy. He will only fight from a strongly-intrenched position. He rarely defends his flank; his rear never. Once he is driven from his chosen position he refuses to fight until he has built the same massive earthworks on another field. Why give him time? Attacked in the open he flies like chaff before the wind. Why not keep him going until his broken bands are in such out-of-the-way positions that they can be attacked and broken up in detail?

It is all a matter of mules! Bull-carts, which can only travel over roads at the miserable average of nearly twelve miles a day at their best, are the only available means of keeping the troops supplied. At the very beginning they were proved to be utterly unable to keep up with infantry in heavy marching order. As the troops moved out farther and farther from the base of supplies, Manila, every nine or ten miles meant a day to the bull-carts. To every competent officer in the field the solution of the difficulty became obvious. "Let us have mule-trains and then there will be no more delay." No one considered that these would be refused. With the United States and South America to draw from, why should there be any difficulty?

Mules were asked for. General Lawton wrote to General Otis for mules. He pointed out that the bulls were dying and that men had to be yoked in the carts to pull them through the mud. Poor fellows, footsore and exhausted, to carry their means of subsistence, had to yoke in harness like cattle and haul those miserable trucks through the mud, lift them over the beds of streams, and pull them up the steep embankments. Yet General Otis could not see the necessity for mules, and he argued the case in his replies. This terrible advance went on, the men, reduced to a bare subsistence ration, often going hungry for days. The food lay piled up in warehouses in Manila and *cascoes* were ever landing more at the wharves, while these poor fellows wrestled with the unwieldy carts and advanced just slowly enough to allow the Filipinos to move comfortably ahead of them, carrying off nearly all their guns and supplies.

This lack of transportation has been and is one of the most glaring errors of the whole campaign. Nothing could show poorer judgment than the shipment of 60,000 odd men to a distant country, for extensive military operations against a light-footed, semi-savage race, prone to scatter to the hills, without sending a thoroughly-equipped and properly-formed field transportation service along with them. Even as I write, these matters are in a state of confusion. Every move that a column makes in one direction draws a percentage of the available means of transportation from the rest of an army already insufficiently supplied, and in consequence greatly limiting its usefulness as a movable, active body by reason of the inability to supply it on the march. Such is the condition of the transportation service supplied to the commissary department that troops only eight miles from Manila were only a little time ago in daily fear of running short of food, while the officers whose duty it is to look to these matters have to haunt the office of the depot quartermaster to receive only a quota of the transportation necessary. With such a state of affairs in Manila, and all told only 1,075 mules in the island to supply over 60,000 men, is it necessary to say more to clearly point out one great cause which delays the more rapid ending of the war? Thirty thousand men thoroughly equipped in every way could have settled this war long ago. In the number of troops needed General Otis was probably right. His manner of supplying them, and the nature and composition of his army, are open to the severest criticism.

It has been pointed out that to rapidly break up this light-footed, tricky enemy one of the most successful plans is to keep him running. A comparatively small number of men composed of cavalry, mounted infantry, and infantry, all in light order and well supplied with pack-animals, is necessary to do this work. Accepting the number of troops here let us consider the matter of their supply. It can be readily seen that 10,000 or 12,000 men are sufficient to carry on such operations in ten different parts of Luzon simultaneously. Allowing 20,000 men in and within a radius of thirty miles of Manila, 20,000 more to be used in garrison work throughout the rest of the island, this still leaves over 10,000 men for service in the minor islands. Consider the question of supplies to the men so placed. One thing which should have been done, and which has scarcely been attempted, is to establish depots at outlying positions, in charge of strong garrisons, for the supply of troops operating anywhere in that region. From such outlying depots the rapid-moving columns to be supplied by escorted trains of pack-animals. Garrisons near enough to Manila, where roads are passable, might be reached direct by mule-wagons. Other garrisons could be provisioned from the outlying depots by mule-wagons. The district in the immediate vicinity of a depot could be supplied by bull-carts if necessary, while those distant many miles in the hilly country, or approached only by a trail, must of necessity be reached by pack-animals.

Given the mules, even before the railroad was in operation, such outlying depots could have been established, a reserve store created, and the congested condition of affairs in Manila relieved, while the army in the field would have had no impediment to its advance. But above all other considerations, the men would have been properly fed, even in rapid movements—not starved as they were, and driven to do the work of cattle. Slow as the unwieldy bulls are, they have been rendered slower by the paralysis which seems to have overtaken the engineer corps. Everywhere bridges are needed. One comes to a place where a pontoon ferry of two *cascoes* and a plank platform is slowly dragged back and forth for forty feet, carrying two bull-carts at a time. For instance, at Paranaque. One asks why not take four more barges, plank them over, and instead of a pontoon ferry, taking all day to carry a train across, you have a pontoon bridge which the train can cross in fifty minutes. The officer will tell you that he has been forbidden to act, or that no instructions were issued. Yet in this way the already too slow bulls were delayed in sending supplies to General Wheaton's column in the south (as they have been in a greater degree everywhere else), and the column itself had to be taken across in the same tardy fashion.

Yet Paranaque had been in American hands for months. This is one instance; I could name dozens—and many of them on main routes of supply. Why has a competent officer not been detailed to take charge of each main route and given every facility to put it in serviceable condition, and held responsible if he fails to accomplish it? Materials are abundant here. Even had they not been, private firms in America could have built rough-wood bridges to telegraphed orders, and shipped them a fortnight after receipt. Within three months in this way everything could have been bridged. No such enterprise is necessary. With the timber in this island, the bamboo, plenty of rope, and the native method of flooring and thatching bridges, coupled with the use of pontoons, everything could have been bridged in a month. Is the engineer corps a farce? Or have no orders been issued to it to perform the duties for which it is supposed to be trained? It is certain, wherever the blame lies, that this branch of the service has been as hopelessly neglected as the matter of land transportation.

First, the engineer corps should have followed in the wake of the advance, repairing everything. Next, a well equipped and plentiful transportation service should have moved over the road, establishing depots as near to the field of operations as practicable, and from these supplied the troops in the field and flying columns by means of mule-wagons and pack-animals.

Last, but quite as important as the above points, flying columns should have been composed, for a great part, of cavalry and mounted infantry, in all cases having a pack-train attached. Native ponies could have been impressed by the thousand for pack-animals, a voucher given to the owner, and not more than fifty cents (Mexican) a day for hire. Not one of these three vital measures are adopted at the present moment, which means that either certain branches of the service are utterly incompetent, or they are without proper orders or the means to carry them out. In either case the matter is a grave one, and whether the fault lies with the War Department, with the general commanding in the Philippines, or with the root and branch of the service, it is one which demands immediate attention.

It is unnecessary to make use of those expressions of irritation and personal abuse which have been showered upon different individuals concerned; it is better to perceive that the blame for this state of affairs lies to a great extent with the system. An army of this magnitude cannot be manufactured in a few months and all its supplies and equipments provided without some friction and delay. How much greater the difficulty becomes when the men who have the final say in its construction are civilians appointed politically, and who make it their business to suppress officers of the ability and standing of Generals Miles and Merritt. Secretary Root may be, undoubtedly, an excellent lawyer and a good business man, but it does not follow that he knows how many mules are needed to carry supplies for one hundred men for twenty days. The secretary has no doubt learned much of this and like matters from the War-Department officials by now, but in the space of so many months he is in a position, is his military knowledge so mature, that he can pass a critical opinion on General Otis's conduct of the campaign or the War Department's method of supplying it? The American people have as fine a body of men to draw from as any in the world. They have trained and competent officers. Yet these officers are suppressed at a critical moment, and, judging by the result, the campaign has been ordered and in a measure conducted by men incapable of understanding, or misinformed of, its requirements. That those who have the power to order and supply the army should have a knowledge of their business the public can demand. It should see that its demands are satisfied.

The policy of ordering a certain number of troops and providing means to supply efficiently only one third of that number is simply paying men to remain practically idle without even the excuse that they are being efficiently drilled. To have purchased at once the complete necessary field-supply outfit, to have rendered the engineer corps operative, and to have employed cavalry and mounted infantry in sufficient numbers would have ended the fight in half the time. This policy might have entailed greater expense at the beginning, but the saving in time, money, and labor in the long run is beyond calculation.

There are ten things needed to end the campaign in Luzon quickly, and here they are:

First.—Repair all roads and build strong, if rough, bridges along the main route of supplies in every direction.

Second.—Garrison these roads, putting a strong guard on every bridge or vital point of the road, leaving native villages ungarrisoned if necessary to obtain this end.

Third.—Establish well-built depots at outlying parts of Luzon, and fill them with provisions, quartermaster and medical supplies, and all the things necessary to keep the troops of that section well supplied at all times, but especially designed to prevent the necessity of abandoning any positions during the rainy season for lack of supplies.

Fourth.—Form a field transportation service suitable to the country in which the troops are operating, and large enough to supply 60,000 men properly—that is, in plain words, abandon bull-carts except for short distances where roads are good, have mule-wagons for supplying those points where roads will allow, but for the rainy season, when roads are impassable for wheeled traffic, for supplying rapid-moving columns, which must at all times follow the light-footed rebels over streams and hills and through mud, wherever they go, form supply-trains of native pack-ponies and American pack-mules.

Fifth.—All columns formed to break up rebel bands must be composed of mounted light infantry accompanied by pack-animals, or of cavalry similarly equipped. This does not imply that they shall all fight mounted, but means that they can travel ten times as quickly, and instead of the men falling out exhausted by the heat and fatigue they will always be fresh for a fight and able to pursue. Such columns shall not have a single wheeled vehicle in the command, any artillery necessary to be of a light type carried by pack-mules.

Sixth.—Institute mounted patrols, on native ponies, of light infantry or cavalry, to patrol night and day a provinces of conquered country, at first not less than five men going in company during the day, and fifteen to twenty at night, reducing the number as times become more settled, but always retaining a system similar to the Canadian or Mexican mounted police, while bodies of twenty to one hundred mounted men shall periodically traverse a province and break up any bands which have dared to form.

Seventh.—Issue a proclamation offering no injury to the property of and future protection to all insurgents who shall lay down their arms within a given period; but that all those who remain under arms after that date shall be declared outlaws and robbers, all their property shall be confiscated, and when captured they will be tried and imprisoned as outlaws; but in cases where they have killed natives or American soldiers the whole band shall be hanged.

Eighth.—All prisoners shall be set to work to assist in road construction, bridge-building, etc., under armed guards; none set free till the country is safe.

Ninth.—All persons owning property in the islands who, living in Manila, continue to raise money and send it to the insurgents as blackmail to prevent the destruction of their property and crops, shall be liable to trial and imprisonment as traitors, and in extreme cases have their property confiscated. The same to apply to all persons within territory under actual American control, where their lives are not exposed to insurgent violence.

Tenth.—All priests who have openly incited the people to rebellion, lying to them regarding the treatment which they would receive at the hands of Americans, shall be imprisoned, and church property in such quarters confiscated.

SYDNEY ADAMSON.

Eight American Beauties.

HANDSOME prints on heavy paper, suitable for framing, of the "American Girl" series, which have been running through *LESLIE'S WEEKLY*, and which include the "Foot ball," "Golf," "Sporting," "Yachting," "Summer," "Horsey," "Bicycle," and "Society Girl," are offered in portfolio form, inclosed in an envelope, the eight for 50 cents. Each picture is eleven and one half by nine inches in size, and suitable for framing, thus making a most acceptable holiday, birthday, or souvenir gift. Address *LESLIE'S WEEKLY*, 110 Fifth Avenue, New York.

Jasper's Hints to Money-makers.

[NOTICE.—This department is intended for the information of the regular readers of *LESLIE'S WEEKLY*. No charge is made for answering questions, and all communications are treated confidentially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests.]

THE first effect of the re-adoption of a free-silver plank by the Democratic National Convention at Kansas City was to stimulate the market, because every one felt that it would be easier to win the battle on the free-silver issue this year than it was four years ago. Whether the Democratic managers will succeed in making imperialism the prime factor in the contest or not remains to be seen. At present the outlook is distinctly favorable to McKinley's success. The more general the belief in Republican success the stronger will the market become. It would not surprise me, however, if within sixty days Bryan should appear to be a more formidable candidate. The closing of many iron, cotton, and woolen mills, the reduction in the prices of many commodities, the increasing stagnation in business, will all give strength to Bryan's cause, because these will afford him an argument in favor of a change in the administration, and the American people are notoriously restless and changeable.

The liquidation in the industrial stocks, if not in some of the railroads, has brought prices down to a level at which insiders insist that many of them are cheap. I renew my advice to my readers against operating too boldly on the short side of the market at this time, for every lower level of prices offers an opportunity for a rise, just as every advance predicates a decline. I have no doubt that the preferred stocks among the best of the industrials are cheap at present. The common stocks I do not regard with much favor, though they will have their turn in a speculative market in due season. The fact that they represent water, and nothing else, is known and recognized by every one.

One fact cannot be overlooked, and that is that the industrials have been enormously over-capitalized. Their promoters do not deny this fact, for it is undeniable. A little table will illustrate what I mean, and will show the enormous disparity between the industrials and the railroads from the standpoint of stock capitalization. Here is a table well worth studying:

Capital stock issued.	Capital stock issued.
N. Y. C. and H. R. R. \$100,000,000.	Amer. Sugar \$74,000,000.
Lake Shore 49,000,000.	Am. Steel and Wire 90,000,000.
Michigan Central 19,000,000.	Am. Car and Fndry 60,000,000.
Union Pacific 139,000,000.	Federal Steel 100,000,000.
Chic. and Northwest 39,000,000.	Continental Tobacco 92,000,000.

In this table I speak only of the amount of stock outstanding. I give the common stock only of the Union Pacific. It has \$86,000,000, also, of preferred. There is but one kind of stock of the other three railroads mentioned, though all of them have also a bonded indebtedness. I give the common and preferred stock of the industrials mentioned. When we bear in mind that the New York Central operates over 2,800 miles of railroad, the Lake Shore over 1,400, Michigan Central 1,650, the Chicago and Northwestern nearly 6,500, and the Union Pacific nearly 5,500, and that their stocks cover not only the construction of the railway, but also the right of way, franchises, stations, and enormously valuable terminals and real estate, and that there is little danger of rival lines, while the industrials represent mills and factories that can be duplicated whenever the capital is furnished, my readers can understand why a prejudice exists on the part of some investors against industrial stocks on their present basis of capitalization. Again, it should be remembered that less than a dozen men control the bulk of the railroads in the United States, and that they are being drawn closer together in a compact for self-preservation, while rivalries in the industrials seem to be spreading. These thoughts are suggestive, and if the readers of this column will study such facts and figures more carefully and pay less attention to Wall Street tips from interested parties, they will find themselves more frequently on the profit-taking side.

"H." Fall River, Mass.: Yes. (2) Yes.

"H." Washington, D. C.: Not the best.

"B." Hartford, Conn.: Do not believe in it for a long pull.

"J." Grand Rapids, Mich.: On its earnings, Lead common is high enough.

"Pueblo," Colorado: For investment, American Smelter preferred is preferable. For speculation, Colorado fuel.

"Reader," Milwaukee, Wis.: I think the Wisconsin Central fours offer a very good investment of the kind. (2) It is a pure gamble.

"R." Brooklyn, N. Y.: Atchison common at the figure named is high enough. (2) Prefer to advise a little later; conditions are too unsettled just now.

"D." Fall River, Mass.: Take the stocks that have shown the greatest recent advances. (2) Ask all the questions you care to. (3) I think you will do better later on. (4) Impossible.

"R. R." Albany, N. Y.: I have little faith in the future of Rope and Twine, and would be inclined to take my loss and quit. (2) I would rather have the Wabash debenture B bonds than the preferred stock.

"Madam," New Orleans, La.: Steel and Wire common stock pays seven per cent., but it is not on a seven-per cent. basis in the estimation of investors. For investment I should always take the preferred shares of the industrials.

"W. A." Philadelphia: As a rule, purchases of the stock of reorganized roads made at the cost of the assessment, ultimately yield a good profit. Strong parties are now in control of the Kansas City, Pittsburg and Gulf.

"Confidence," Denver, Col.: Beware of the bucket shop, at all times and under all circumstances. (2) Your logic is good, except that a margin account is always jeopardized by panicky conditions. (3) On declines, any of the active dividend-payers.

"A Reader," Albany, N. Y.: Yes. (2) Cheap dividend-payers among the industrial common stocks are American Ice and American Cotton Oil. (3) I think better of the two you mention first on your list, though the third is fair speculation, considering its low price.

"B." Wilber, Neb.: The agreement among the sugar producers and the great advance in the price of the commodity ought to lead to the resumption of the full dividend on the common stock. I prefer it to Tobacco common. (2) Manhattan should not go much lower.

"M." Philadelphia: On a sharp break you had better even up by buying more of the common, but don't be in a hurry. Its friends talk of a rise in the near future, but I doubt if it will hold until October. (2) I would rather have American Ice preferred at the selling price.

"P." Poughkeepsie, N. Y.: There continues to be talk regarding an extension of the Western Union Telegraph Company's business in the line of an improved telephonic service, which will add considerably to its revenues. If this possibility crystallizes into a fact it will be dangerous to sell the stock short.

"Henry," Kansas City: The report of the National Lead Company for the past year shows a very small profit over the dividend of one per cent. on the common stock. (2) Chicago Gas, according to its official figures, earned not quite seven per cent. on its outstanding capital last year. No increase in the dividend need be expected.

"E. P." Rochester, N. Y.: The weakness of Western Union is no doubt due to the recent large issue of new bonds, although the latter will be used to take up some of the bonds bearing higher interest. I do not advise Western Union as an investment; would prefer New York Central. (2) A good speculative industrial is International Paper.

"Morningside," New York: I do not think that American Malting preferred will ever rise again to 84. The reorganization, it is claimed, has put it on rock bottom. You have made such a great sacrifice that it would be well for you to stop where you are and await developments. If

business conditions continue to be good the preferred stock ought to have a higher value.

"I." New Bedford, Mass.: I see little prospect, unless there is a general agreement, for protective purposes, among the great iron companies, of an advance in Federal Steel. Almost any of the railroad stocks selling at the price of Federal Steel common will offer better opportunities for a rise than the latter. Federal Steel preferred has had a severe decline, but unless trade prospects improve, it will decline still further.

"Banker," Boston: Chinese diplomats insist that the outbreak in Peking is only that of a mob. If so, grave international complications may be avoided. If not, conditions which will threaten the value of the speculative and investment securities in all monetary centres may arise. (2) I would not sell the coalers short. Both Jersey Central and Delaware and Hudson have reason for the strong positions they have held.

"Veteran," Boston: I have little faith in an advance in the copper stocks. It is true that the consumption of copper has largely increased, but the production is beyond precedent. For instance, the consumption of England, France, Germany, and North America increased fifty per cent. during the past six years, while in North America alone during the same period, the production increased over a hundred per cent.

"C. W. B." Warren, Penn.: Continental Tobacco is enormously capitalized, but the increase in the price of its output is adding to its earnings. You will not realize what you paid for the stock. (2) It would not be surprising, though Manhattan is very strongly held by men who are masters of Wall Street ways. (3) Any member of the stock exchange having a branch house in Philadelphia. (4) Not at present. Watch this column.

"H." Hot Springs, Ark.: I would not advise "H." to embark in any copper or other mining enterprise now. The copper boom has frightened capital. If you seek investment of a permanent character in a mining operation, that is another thing. Ex-Governor Fishback, of Arkansas—I think his address is Fort Smith—claims that more money can be made in the development of the zinc-fields of Arkansas than in any other mining operation. While you are in that State it might be well for you to advise with the ex-Governor. I believe Arkansas has great possibilities.

"Finance," Newark, N. J.: The renomination of McKinley will not doubt inspire confidence in investment properties, and the incident may be made the opportunity for an advance in prices, but everybody foresees the nomination of McKinley, and the event, therefore, may be regarded as something that has been discounted. Coming on the heels of the collapse of the Boer war and the expectation of the resumption of gold mining in the Transvaal on a still more extensive scale, the Republican National Convention may give the bulls a pretext for the display of greater courage than they have been exhibiting of late.

"Artist," Milwaukee: The earnings of the American Linseed Company for the past year show that the company was justified in paying seven per cent. on its preferred stock, and that it had a balance of \$2,000,000, which would have paid a very handsome dividend on the common. (2) National Lead reported a surplus of \$1,300,000 at the close of last year, after paying its dividends. It is earning, therefore, more than enough to pay its dividends, and could increase its dividend on the common if it wished. National Biscuit shows a surplus for the year, but its common stock, like that of most of the industrials, represents water.

"Clerk," Boston: I see no prospect of an advance in the copper market, and do not advise the retention of your copper stocks. The boom of two years ago was little less than a craze. Copper stocks are in many instances selling now at only one-fourth or one-half of the prices then quoted. Some of them will still lower. The shameful manipulation by certain prominent men in this matter cannot be forgotten. They deserve to be punished. (2) I would take what I could get for my International Silver and consider myself just so much in. The concern is enormously over-capitalized, and I doubt if the assets justify the price of the preferred, even at existing low figures.

"Investor," Syracuse, N. Y.: The lease of the Peoria and Eastern to the C. C. C. and St. L. Railroad extends to April 1st, 1940. The lessee guarantees the interest but not the principal of the first consolidated mortgage bonds. The bonds are considered to be a fair investment. I regard them as quite safe. (2) The Erie first consolidated fours are a first lien upon the greater portion of the company's properties and a second lien upon the remaining coal properties and lines, including the Chicago and Erie road. These are considered a fair investment bond, not, however, of the first rank. (3) The general lien bonds I should regard in the nature of a secondary mortgage. They are not dear at prevailing prices.

"Investor," Hartford, Conn.: I think well of the new Western Union 4½ per cent. bonds. They were put on the market at 106½, thus netting not quite 4½ per cent. (2) I agree with you that the report regarding the last winning at a poker game of the leading and influential spirit in American Steel and Wire did not add to the reputation of the concern, even though the report was subsequently denied. Nor did the statement by the private secretary of Mr. Gates, that the latter had made four million dollars in the stock market recently, tend to make the public regard the Steel and Wire stocks with greater favor, for investors always fear to touch a property which is in the control of a dashing or reckless speculator.

"E. M." Memphis, Tenn.: A quiet tip is circulating that Tennessee Coal and Iron will have a substantial advance. Its earnings are very large, but it is a close corporation and has had a tremendous rise. (2) Brooklyn Rapid Transit eventually will no doubt profit by the building of tunnels and additional bridges connecting the boroughs of Manhattan and Brooklyn. (3) Friends of Baltimore and Ohio no longer insist that the preferred will sell at par. (4) I would think better of the prospects of Southern Pacific if it were not so tremendously capitalized. (5) The possibility of an alliance of the Vanderbilt and Gould interests was always remote. Such an alliance would of course be of immense advantage to the Gould railroads.

"Banker," Chicago: Stagnation in the market is by no means a hopeful sign. It indicates at present that the weak ones have dropped out of the market and that the strong ones do not care to sell at present prices. It means also that those who are burdened with stocks feel unable to add to their load, and are not ready to go into the market and lift prices up, as the late Roswell P. Flower was, in an emergency. There might be a bull market this summer but for the fact that the level of prices is still pretty high, and also because of the fact that we are drifting rapidly toward the uncertainties of a Presidential campaign. (2) The combinations of great railroad interests to maintain rates are calculated for the present to benefit all the properties concerned, but are also calculated to inspire a renewal of the anti-monopoly legislation in the granger States.

I wanted a *mousse* for the entrée, for I knew there are no such *mousses* to be got elsewhere; and then the manager suggested *Poulet de grain Polonaise*, and as he described the method of cooking, and how the juices of the liver soaked into the bird, and the essence of the chicken permeated the liver, I gave up my first idea of the celebrated *canard en chemise*. That was my idea of a charming little dinner, but the manager insisted on the finishing touches being administered by a *parfait de foie gras*, English asparagus, and *pêches glacées vanille*. It was a dinner which would have done honor to any royal table, for every course was served by accomplished waiters, under the care of vigilant *maîtres d'hôtel*, and thoroughly graduated as to time and temperature. Indeed, a dinner at the Savoy, be it in the *salles à manger* or on the romantic terrace of the restaurant, is a feast and a part of life's memory.

Facing a New Problem.

THE Eastern question is a new one to American diplomacy, and the attitude of the administration at Washington is one of anxious inquiry. It is astonishing how little we know of the scene of the fighting in China, of the population in the disturbed district, of the strength and resources of the government at Peking, or of the probable resistance to the foreign forces now being sent there. It is, therefore, difficult to determine the number of troops that ought to be sent by us, and it is hard to find any one in the War Department who will hazard a guess as to the final outcome.

The department, however, is alive to the situation, and the administration is determined that there shall be no lowering of American prestige in the East, and that whatever troops or ships may be necessary to maintain our position will be immediately furnished. The President fully realizes the great value of the Chinese market to us, and any Power that imagines that the present disturbance may afford it an opportunity to evade or repudiate the pledges of the "open door" given last spring will find itself sadly mistaken. Every effort will be made to preserve the integrity of the empire and to prevent friction among the allied forces.

It was no accident that the American marines from the *Newark* were the first foreign troops to be landed in China, and this same promptness, which gave at once an international character to the demonstration and prevented the precipitation of a general conflict between the Powers claiming their respective "spheres of influence" in that country, may be looked for in all future movements of the American forces. It seems to be realized at Washington that it is as much our duty to preserve the peace of the world as it is to protect our interests in China and to put down the revolt against civilization.

Americans have therefore been active in the field. Commander McCalla, of the *Newark*, was second in command of the relief force which, under Admiral Seymour, of the British navy, has been driven back from Peking. Commander Wise, of the *Monocacy*, is in charge of the base of supplies at Tongku, and Major Littleton Waller led the force of blue-jackets and marines that succeeded in relieving Tien-Tsin. Admiral Kempff, who has been in charge of the naval forces at Taku, will be superseded by Rear-Admiral Remey, who has been ordered from Manila with the *Brooklyn* to the scene of trouble. The emergency which has called us into the East has found us as well prepared as any other Power, and it is well to remember that the unexpected result of the Spanish war, which left us in possession of the Philippines, is what has enabled us to act in the present crisis with such promptness and good results.

If You Lack Energy

TAKE HORSFORD'S ACID PHOSPHATE.

IT vitalizes the nerves, helps digestion, and relieves fatigue so common in midsummer.

Carefully Examined.

EVERY quart of milk offered at any one of the many confectionaries where the Gail Borden Eagle Brand Condensed Milk is produced is scientifically tested and must be of the highest standard. Valuable book, entitled "Babies," sent free.

TAKE the tonic that tells. It helps you from the first. Abbott's, the Original Angostura Bitters. At your grocer's.

Facts about Flour.

MADE WHITE BY LEAVING OUT THE PART WHICH HELPS DIGEST.

MODERN methods of milling separate the parts of the wheat berry that contain the diastatic element, and furnish only the white flour made up almost entirely of starch.

One of the principal elements needed to digest this starch has been left out in the process, and therefore the person who eats much white bread is almost sure to have intestinal troubles, for the starch does not digest properly and must, of necessity, decay, and cause all sorts of trouble.

Grape-Nuts food, on the contrary, is made up of the entire wheat and barley, and the processes of digestion, as shown in the human body, are copied as exactly as possible, in a mechanical way, by the use of moisture, time, and warmth. No chemicals or other ingredients are used, but the simple methods scientifically arranged.

In this way the starch of the grain is transformed into grape sugar, and the Grape-Nuts food, which appears in a granular form, shows on the outside of the little granules, glittering specks of this grape sugar, which is not put on to the food from the outside, but is a result of the change of the starch into grape sugar, which works out to the surface very much as the sap of the hickory or maple-tree will frequently show in the shape of white sugar on the sawed-off ends of logs.

A handful of Grape-Nuts held to the light will show the little glittering particles of grape sugar. It is naturally and scientifically predigested, therefore the food agrees with the weakest sort of a stomach. It must not be used in large quantities at one meal, for it is concentrated, and over-feeding of even the choicest food is not advisable.

Being perfectly cooked at the factory, the food can be served instantly, either dry or wet, cold or hot. When wanted hot, hot water, milk, or cream can be poured over it. There is a definite, distinct, and undeniable gain in nervous energy and vitality when Grape-Nuts food is used.

The Dukes of Savoy.

BUT our present business is with the *Savoy Hotel* of to-day, an institution in London which well perpetuates the hospitality of its old-time predecessors, and which, although not a palace in name, is in every way truly palatial. The building itself is one of the architectural features of London. Seen from the river or the Thames Embankment, it impresses one with an idea of airy elegance combined with structural solidity. In the summer time especially its spacious verandas and high white walls look delightfully cool and restful, and it seems to extend a smiling invitation to the hot and thirsty traveler to enter its hospitable portals. "The Savoy" has not only met the demand for a higher style of hotel accommodations and catering, but has done much to create and lead it, and so has deservedly attained the position of being the acknowledged Mecca of all true gourmets, and a favorite haunt of the epicure and connoisseur. "A dinner at the *Savoy*" is the acme of society's fondest expectations. *Timbals de filets de sole à la Savoy*, suggested the manager, as I consulted him recently about a special dinner, and though I didn't quite know what that was, it sounded well and went down on the paper.



THE VAST CROWD AWAITING THE ARRIVAL OF GOVERNOR ROOSEVELT AT THE KANSAS CITY DEPOT, DURING THE SESSION OF THE DEMOCRATIC NATIONAL CONVENTION.



GOVERNOR ROOSEVELT WITH COLONEL MCCLINTOCK AND MAJOR BRODIE, AT OKLAHOMA CITY.



THE GOOD-NATURED AND EXPECTANT CROWD GREETING GOVERNOR ROOSEVELT AT OKLAHOMA CITY.



TROOP L, ROUGH RIDERS, AND FRIENDS—MRS. ALLYN A. CAPRON, WIDOW OF CAPTAIN CAPRON, IN BLACK, STANDING BEHIND THE OFFICERS.

THE CORDIAL WELCOME OF THE WEST TO GOVERNOR ROOSEVELT.—PHOTOGRAPHED FOR "LESLIE'S WEEKLY" BY J. W. HALL, OKLAHOMA CITY.



FAMILIES FLEEING FROM THE GREAT FIRE AT BAYONNE.
Photograph by A. B. Phelan.



BURNING OIL-TANKS ENVELOPED IN A DENSE CLOUD OF HEAVY SMOKE.
Photograph by F. E. Huddle.

THE BURNING OF TWENTY GREAT TANKS OF CRUDE PETROLEUM BELONGING TO THE STANDARD OIL COMPANY, AT BAYONNE, N. J.
LOSS NEARLY THREE MILLION DOLLARS.

LESLIE'S WEEKLY.



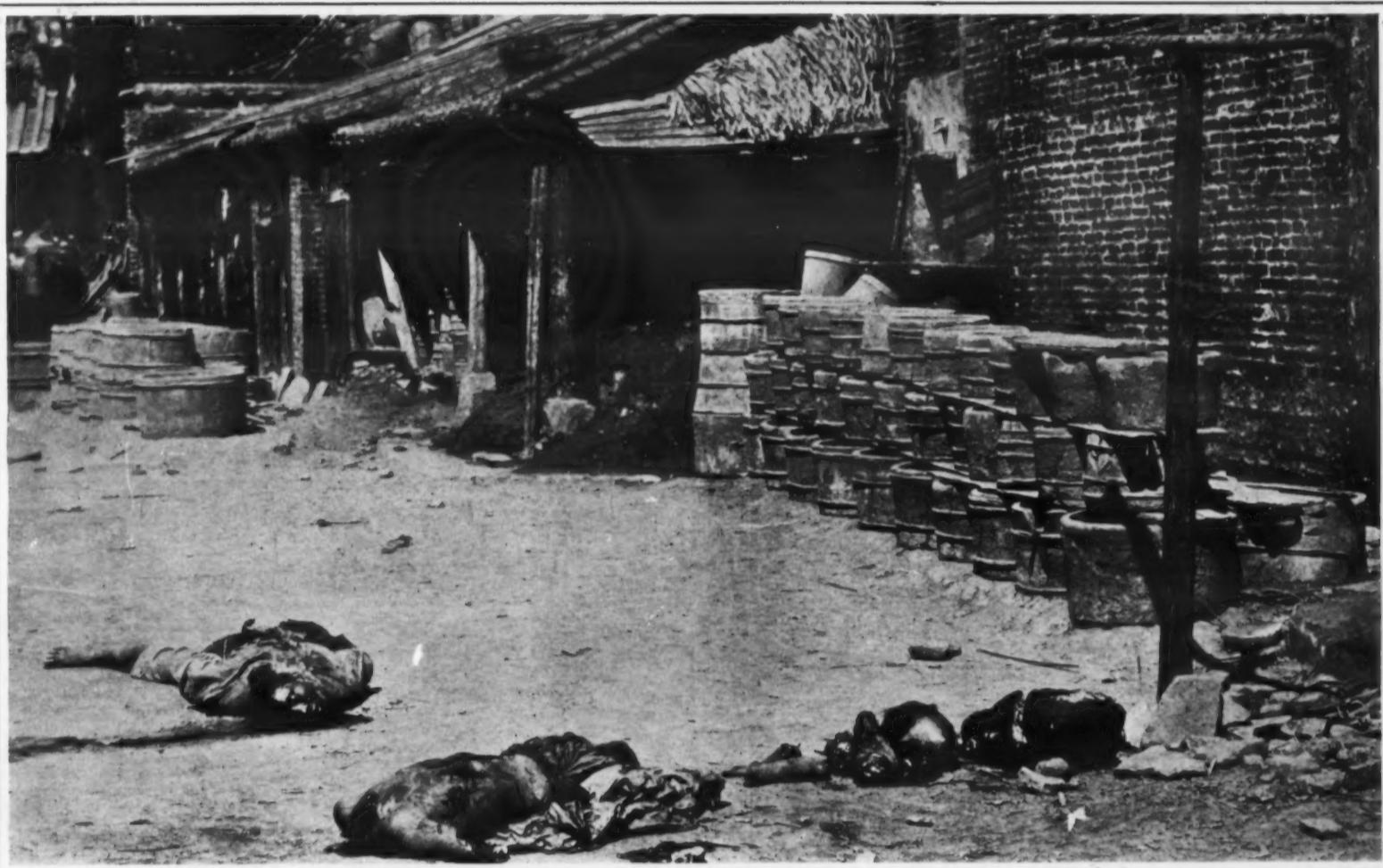
A FOREIGNER LEAVING THE CITY OF PEKING IN A SEDAN CHAIR.



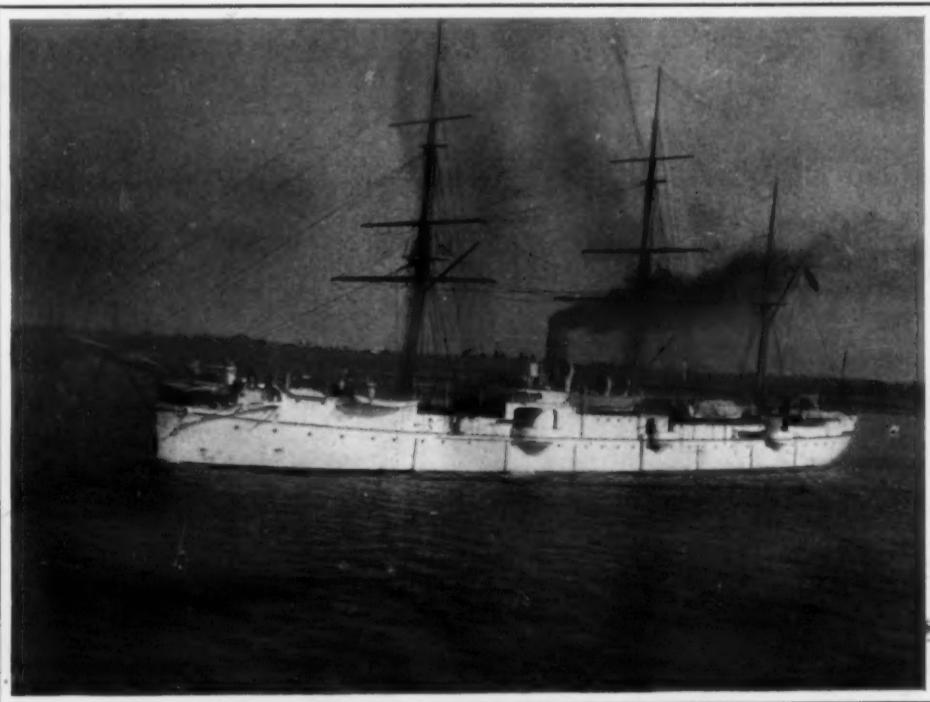
THE EXECUTION-GROUNDS AT CANTON—SOME OF THE CONDEMNED ARE EXECUTED ON THE CROSSES SHOWN IN THIS PHOTOGRAPH.



EXECUTIONER SHOWING HOW HE BEHEADS HIS VICTIMS.



THE GHASTLY SCENE OF AN EXECUTION, WITH THE DISMEMBERED BODIES ON THE GROUND, AT CANTON, CHINA.



A CHINESE WAR-SHIP NEAR SHANGHAI.



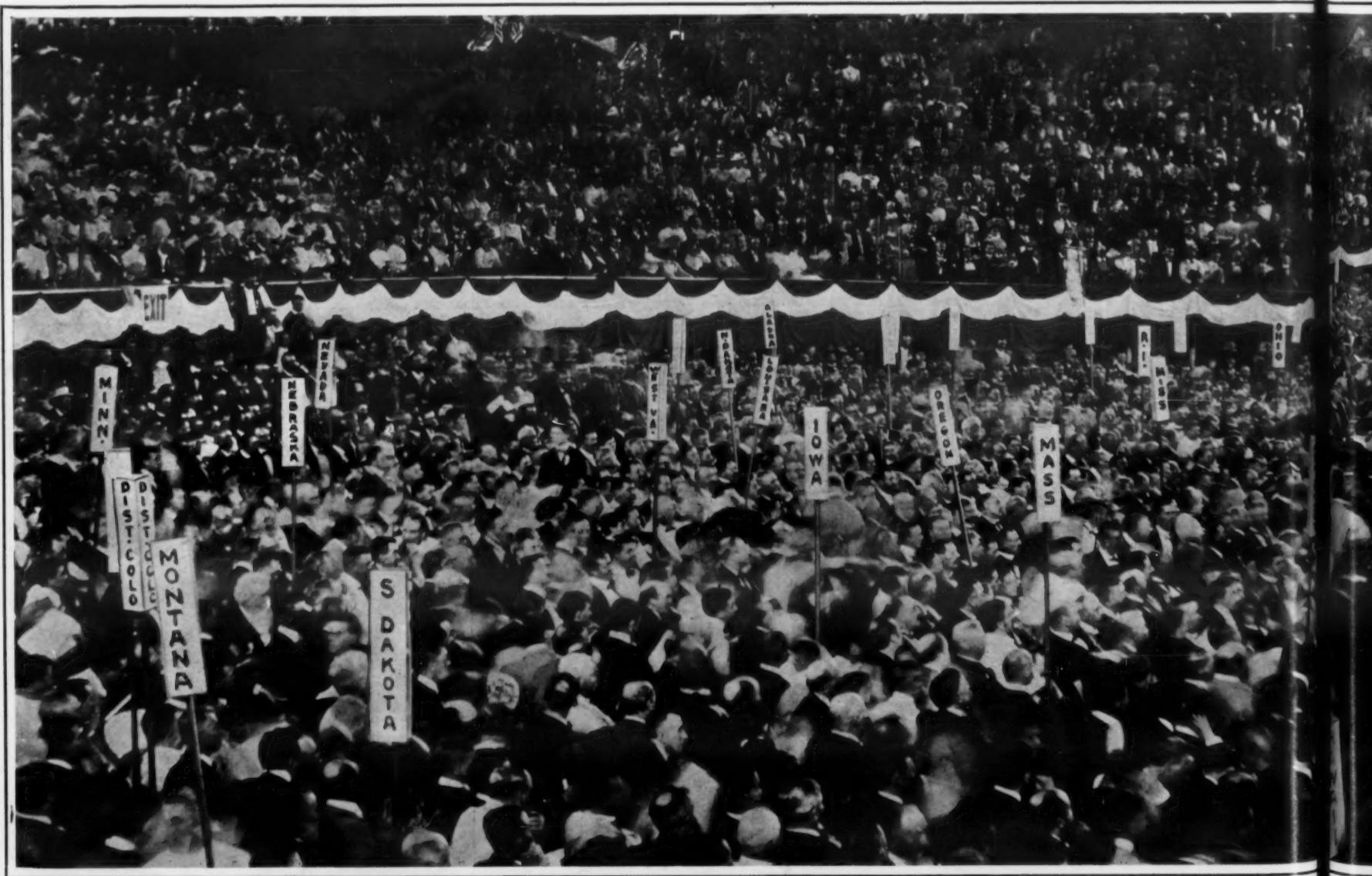
A WEALTHY CHINESE MERCHANT IN A STREET OF PEKING.

VIEWS IN CHINA BY AN AMATEUR.

INTERESTING AND TIMELY PICTURES TAKEN BY H. J. TAYLOR, EAST LIVERPOOL, O., AND ENTERED IN OUR AMATEUR PHOTOGRAPHIC CONTEST.
[SEE PAGE 46.]



PRESENTING THE PERMANENT CHAIRMAN, REPRESENTATIVE R. B. TENN



THE VAST AUDIENCE OF 20,000 INTENTLY LISTENING TO THE READING OF THE DECLARATION OF INDEPENDENCE, ON JULY 4TH.

THE GREAT DEMOCRATIC RALLY

VIEWS OF THE MAGNIFICENT AUDIENCE OF 20,000 GATHERED TO WITNESS THE NOMINATION OF H. V. HARRIS



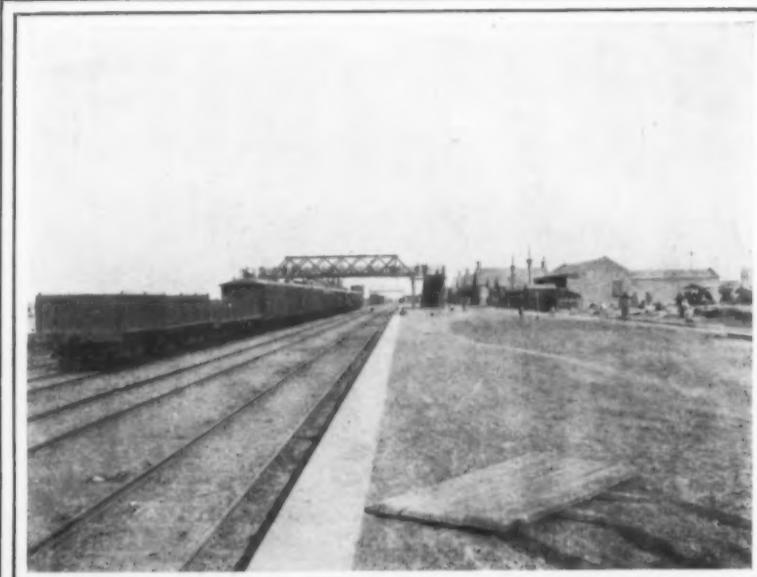
REPRESENTATIVES OF TENNESSEE, TO THE DEMOCRATIC NATIONAL CONVENTION.



CHAIRMAN JONES DELIVERING THE OPENING ADDRESS—NEWSPAPER REPORTERS AT THEIR DESKS IN THE FOREGROUND.

DEMOCRATIC CONVENTION AT KANSAS CITY.

MINATION OF OFFICIAL CANDIDATES.—TAKEN SPECIALLY FOR "LESLIE'S WEEKLY" BY GEORGE STARK.—[SEE EDITORIAL PAGE.]



THE RAILWAY STATION AT TIEN T SIN, PARTIALLY DESTROYED BY THE BOXERS.—W. W. RICH, AN AMERICAN, IS CONSULTING ENGINEER OF THIS RAILROAD.



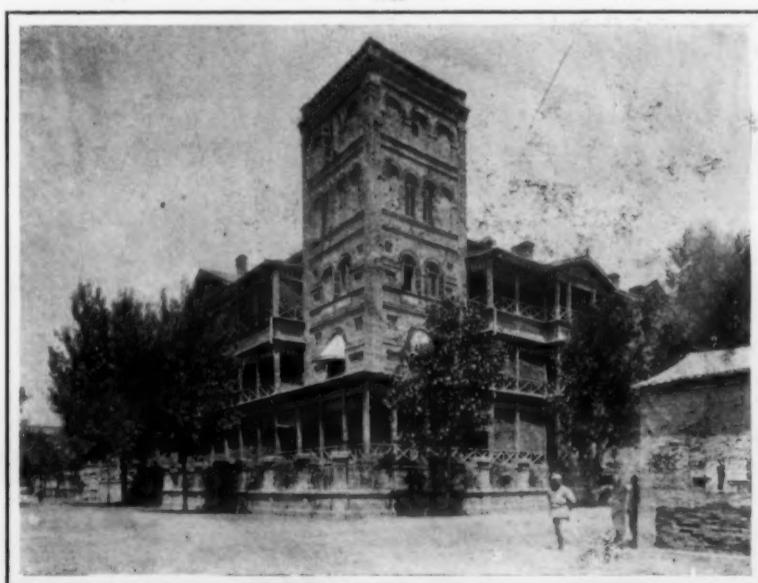
LEGATION STREET IN PEKING, WHERE THE FOREIGN REPRESENTATIVES ARE CENTRED, AND WHERE THE MASSACRE OF THE LEGATIONS, THE MISSIONARIES, AND THE FOREIGNERS WAS SAID TO HAVE OCCURRED.



A TYPICAL STREET IN TIEN T SIN, WHERE FIGHTING WITH THE BOXERS HAS BEEN GOING ON.



WHERE THE FOREIGN RELIEF COLUMN SOUGHT TO MAKE A LANDING IN THE BELEAGUERED CITY OF TIEN-T SIN.



THE ASTOR HOUSE, THE FINAL SHELTER OF FOREIGNERS IN TIEN-T SIN.

THE CENTRE OF THE BOXER DISTURBANCE IN CHINA.

VIEWS IN PEKING AND TIEN-T SIN, WHERE THE MOST SERIOUS TROUBLE AND SANGUINARY ENCOUNTERS WITH THE LAWLESS MOB HAVE BEEN REPORTED.—FROM PHOTOGRAPHS FROM OUR SPECIAL CORRESPONDENT IN SHANGHAI, CHINA.—[SEE PAGE 46.]

WILLIAMS' SHAVING SOAP



The J. B. WILLIAMS CO., Glastonbury Conn.

Dear Sirs:—

I enclose a picture taken by me in one of the leading barber shops in this city yesterday. While awaiting "my turn," the old gentleman in the chair entered and asked if he could be shaved. Being told that he could, he asked what soap they used, and said if they didn't use WILLIAMS' Soap he would go elsewhere. He stated that he was ninety-three years old, and had used nothing but WILLIAMS' Soap for more than half of his life. That many years ago his face had been badly poisoned in a shop, where one of the so-called cheap soaps was used, and he had suffered agonies. He at once quit that shop and went to one where WILLIAMS' Soap was always used. Since then he had fought shy of all barbers who did not use "WILLIAMS' SOAP."

Very Respectfully, J. W. URQUHART,
Detroit, Mich.

MORAL: Protect yourself by insisting that your barber uses WILLIAMS' SHAVING SOAP. Accept no substitute from dealers if you shave yourself. Williams' Soaps are sold all over the world.

THE J. B. WILLIAMS COMPANY, Glastonbury, Conn.

Depots: London, Paris, Dresden, Sydney.

INSURE...

....IN THE TRAVELERS,
OF HARTFORD, CONN.
Life, Endowment, and
Accident Insurance
OF ALL FORMS.

HEALTH POLICIES...

INDEMNITY FOR DISABILITY CAUSED BY SICKNESS.

LIABILITY INSURANCE...

Manufacturers and Mechanics, Contractors and Owners of Buildings, Horses and Vehicles, can all be protected by policies in THE TRAVELERS INSURANCE COMPANY.

Paid-up Cash Capital, \$1,000,000.00	Liabilities \$23,730,827.61
ASSETS, 27,760,511.56	EXCESS, 3½% basis, 4,020,683.95
Returned to Policy Holders, \$39,734,920.89	

J. G. BATTERSON, President.

S. C. DUNHAM, Vice-President.
JOHN E. MORRIS, Secretary.

H. J. MESSENGER, Actuary.
E. V. PRESTON, Sup't of Agencies.

Oldest,
Largest,
and Best.

FOOT-BALL NOT IN IT.

MRS. POKECHOP—"So yo'r husband am an old foot-ball player? I s'pose he has received a good many hard knocks on de gridiron."

Mrs. Razzer Blades—"Wa-al, yais; but not so many as I has received from de gridiron since I got married to him."—Judge.

PEOPLE who take Dr. Siegert's Angostura Bitters in the spring don't suffer from chills nor malaria.

THE Sohmer Piano is so honestly made that continuous severe use will not impair its splendid qualities of tone and action.

Don't think you have drank the ne plus ultra of wines until you have tried Cook's Imperial Extra Dry Champagne.

Advice to Mothers: MRS. WINSLOW'S SOOTHING SYRUP should always be used for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea.

USE BROWN'S Camphorated Saponaceous DENTIFRICE for the TEETH. 25 cents a jar.

THE fourth annual lecturer of the "Cercle Français de l'Université Harvard" will be Monsieur Gaston Deschamps, the well known literary critic of the Paris *Temps*. He will sail for America early in February, and will give at Harvard, under the auspices of the Cercle Français, eight lectures on the "Théâtre Contemporain."

IMPORTANT CHANGES ON THE PENNSYLVANIA RAILROAD.

With its changes of time on May 27th, the Pennsylvania Railroad will materially improve its through Western train service. The Southwestern Express, now leaving New York, West Twenty-third Street Station, at 7.55 P. M., will be called the St. Louis Express, and will be changed to leave at 5.55 P. M., and will be materially quickened between New York and St. Louis.

A new fast express train called the Cleveland and Cincinnati Express will be placed in service between New York and Cleveland and Cincinnati, to leave New York, West Twenty-third Street Station, 8.25 P. M. daily.

Mail and Express now leaving New York, West Twenty-third Street Station, at 8.55 P. M., and running to Pittsburgh via Trenton Cut-off, will be discontinued as a passenger train, and will be devoted to mail and express matter only.

The Pennsylvania Limited will be materially quickened between New York and St. Louis, making it a twenty-eight-hour train, arriving St. Louis 1.00 P. M.

The Chicago and St. Louis Express will have an additional connection at Pittsburgh for Chicago, via the Fort Wayne route, making the run from New York to Chicago in twenty-five hours and fifty minutes. In consideration of this quickened schedule an extra fare will be placed on this train via the Fort Wayne route.

The through New York and Atlantic City express train, now leaving West Twenty-third Street Station at 2.40 P. M., will be changed to leave at 2.55 P. M., and arrive at Atlantic City 6.15 P. M.

The New York and Princeton Special will be placed in service on week days, leaving Princeton 8.00 A. M., arriving New York (West Twenty-third Street Station) 9.45 A. M.; leaving New York (West Twenty-third Street Station) 3.55 P. M., and arriving Princeton 2.55 P. M.

A large number of local changes will also be made, for which local time-tables should be consulted.

On the New York and Long Branch Railroad will be added trains

No. 289, leave New York 8.30 A. M.
No. 287, leave New York 2.30 P. M.
No. 279, leave New York 4.20 P. M.
No. 272, arrive New York 9.23 A. M.
No. 284, arrive New York 9.53 A. M.
No. 702, arrive New York 9.23 P. M.

making, with trains already in service, seven trains each way, week days, between New York and Point Pleasant via the Pennsylvania Railroad.

Trains No. 273, leaving New York 9.00 A. M., and No. 286, leaving New York 8.45 P. M., will run through to Toms River.

Trains No. 284, arriving New York 9.53 A. M., and No. 280, arriving New York 7.53 P. M., will start from Toms River.

Amboy Division trains Nos. 486 and 487 will be extended through to New York.

PISO'S CURE FOR CONSUMPTION

25 CTS
CURES WHERE ALL ELSE FAILS.
Best Cough Syrup. Tastes Good. Use
In time. Sold by druggists.

CONSUMPTION

OUTINGS!

The bicycle is an important adjunct to summer travel. Take your wheel with you on your vacation. It will make you independent of slower and less convenient methods of getting about. The ideal wheel for outing purposes is The Columbia Bevel-Gear Chainless.

Always ready to ride. Always at its highest efficiency.
New Models, \$75.
COLUMBIA BICYCLES,
Home Office, Hartford, Ct.

Low Rates West

CHICAGO & NORTH-WESTERN RAILWAY

ON July 9th, 17th, and August 1st the following rates will be made from Chicago for round trip, tickets good returning until October 31st:

Denver and return	-	\$31.50
Colorado Springs and return	-	31.50
Pueblo and return	-	31.50
Glenwood Springs and return	-	43.50
Salt Lake City and return	-	44.50
Ogden and return	-	44.50
Deadwood, S. D., and return	-	33.55
Hot Springs, S. D., and return	-	29.55

Particulars of any agent, or call at

461 Broadway, - New York 435 Vine St., - Cincinnati
601 Chestnut St., Philadelphia 507 Smithfield St., Pittsburgh
368 Washington St., Boston 234 Superior St., Cleveland
301 Main St., - Buffalo 17 Campus Martius, Detroit
212 Clark St., - Chicago 2 King St., East, Toronto, Ont.



No Fire, Smoke, Heat. Absolutely Safe. Send 5 stamps for Catalog.

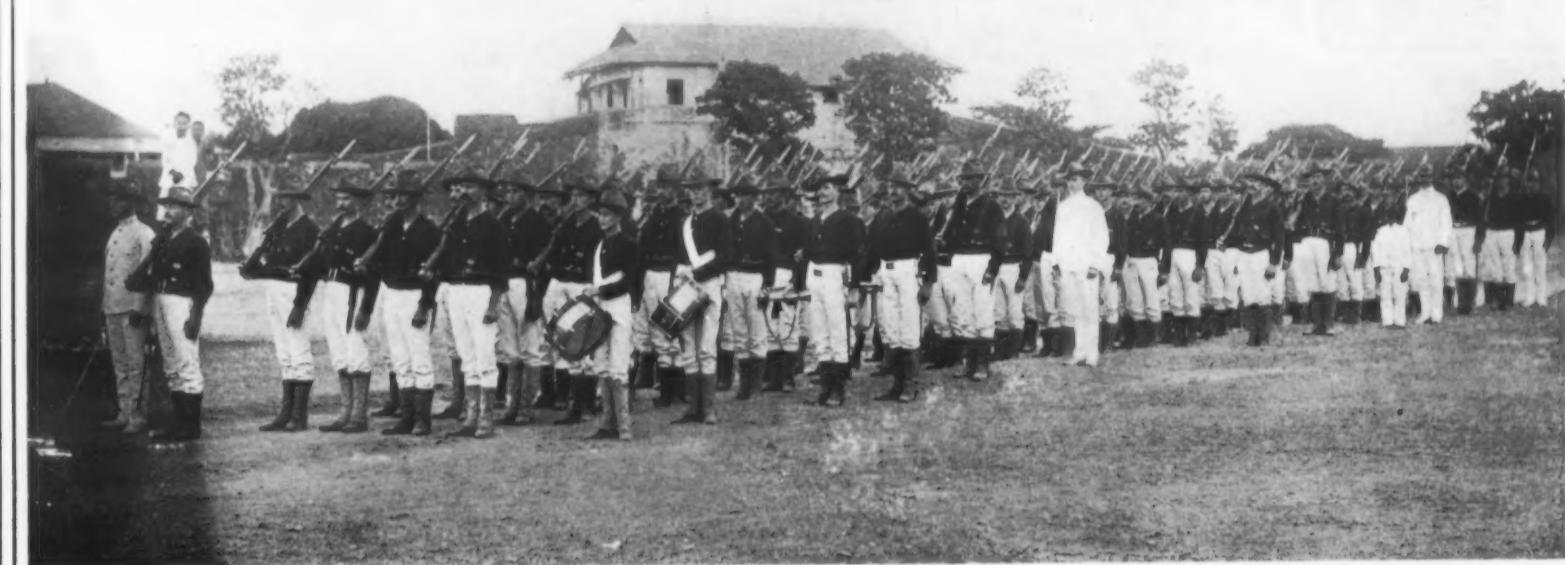
TRUSCOTT BOAT MFG. CO., ST. JOSEPH, MICH.

BEFORE AND AFTER TAKING "NORTH COAST LIMITED."

WONDERLAND 1900

sent for 6 CENTS by CHAS. S. FEE, G. P. A. ST. PAUL, MINN.

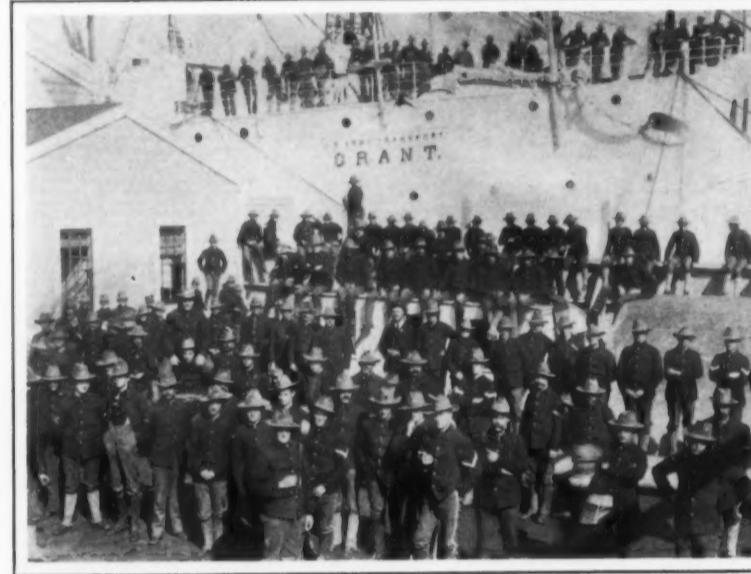
Bureau of Design Mpls.



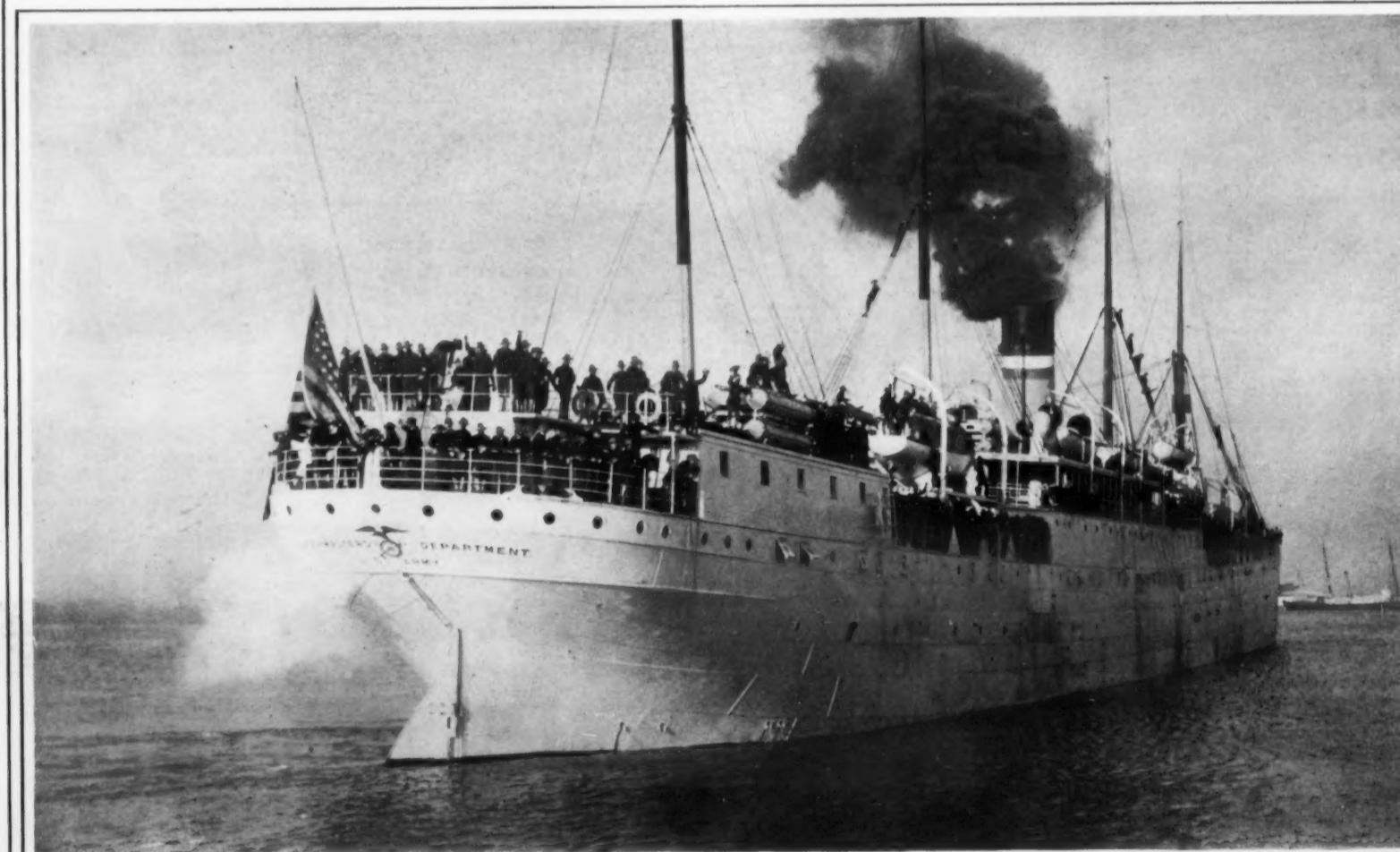
COMPANY A, UNITED STATES MARINES, WHO HAVE JUST GONE TO CHINA FROM MANILA.
Courtesy of the Hon. Thomas S. Butler, West Chester, Penn.



THE MEN AND OFFICERS OF COMPANY A, UNITED STATES MARINES, WHO ARE NOW
FIGHTING THE CHINESE BOXERS.—Courtesy of the Hon. Thomas S. Butler,
West Chester, Penn.



THE GALLANT SIXTH CAVALRY PREPARING TO LEAVE SAN FRANCISCO FOR
CHINA.



THE TRANSPORT "GRANT" HURRYING AMERICAN TROOPS TO THE SCENE OF THE BOXER DISTURBANCE.

THE FIRST AMERICAN TROOPS SENT TO CHINA.

DEPARTURE OF SOME OF UNCLE SAM'S BEST FIGHTERS FROM MANILA AND SAN FRANCISCO FOR THE RELIEF OF THE AMERICAN
MINISTERS AND MISSIONARIES.—[SEE PAGE 47.]

Zon-O-phone

Improved GRAM-O-PHONE

Our Latest Improved 1900 Model is substituted for the Gram-o-phone, which is abandoned, including its name. The rights of the ZON-O-PHONE are exclusive under the joint protection of the patents of . . .

NATIONAL GRAM-O-PHONE CORPORATION
UNIVERSAL TALKING MACHINE CO.
AMERICAN GRAPHOPHONE COMPANY
COLUMBIA PHONOGRAPH COMPANY

which companies have made an agreement between themselves for legal protection and commercial advantage. All persons selling any style of disc machines other than the Zonophone will be prosecuted.

National Gram-o-phone Corporation
Broadway, cor. 18th St., New York City

Cortez CIGARS MADE AT KEY WEST

These Cigars are manufactured under the most favorable climatic conditions and from the mildest blends of Havana tobacco. If we had to pay the imported cigar tax our brands would cost double the money. Send for booklet and particulars.

CORTEZ CIGAR CO., KEY WEST.

THE Real Estate Trust Company OF PHILADELPHIA

Southeast Corner Chestnut and Broad Streets

Capital (full paid) . . . \$1,000,000

Surplus and Undivided Profits . . . \$600,000

Allows Interest on Deposits subject to check. Rents Safe-Deposit Boxes in Burglar-Proof Vaults.

Buys, sells, and leases Real Estate in Philadelphia and its vicinity. Collects Rents and takes general charge and management of Property.

Executes Trusts of every description under the appointment of Courts, Corporations, and Individuals. Acts as Registrar or Transfer Agent for Corporations, and as Trustee under Corporation Mortgages.

FRANK K. HIPPLE, President
WILLIAM R. PHILLER, Secretary
WILLIAM F. NORTH, Treasurer
THOMAS B. PROSSER, Real Estate Officer

CHEW

Beeman's The Original Pepsin Gum

Cures Indigestion and Sea-sickness.
All Others Are Imitations.

THE "SOHMER" HEADS THE
LIST OF THE HIGHEST
GRADE PIANOS.

SOHMER PIANOS

Sohmer Building, Only Salesroom
5th Ave., cor. 22d St. In Greater New York.

LONDON (ENGLAND).
THE LANCHAM Portland Place. Unrivalled situation at top of Regent Street. A favorite hotel with Americans. Every modern improvement.

Saratoga Springs Lake George Lake Champlain THE Adirondack Mountains Sharon Springs

and many other cool, healthful summer resorts in the elevated region of Northern New York are described and illustrated in

"A SUMMER PARADISE"
Just issued by the Delaware and Hudson Railroad.
MAILED TO ANY ADDRESS ON RECEIPT OF
4 CENTS POSTAGE.
J. W. BURDICK, General Pass. Agt., Albany, N. Y.

PUBLISHERS,
PRINTERS AND
LITHOGRAPHERS



STRENGTHENS
SYSTEM
BODY
BRAIN
and NERVES.

VIN MARIANI

(MARIANI WINE)

No other preparation has ever received so many voluntary testimonies from eminent people as the world-famous Mariani Wine.

Gives Appetite,
Produces Refreshing Sleep,
A Safeguard Against Mental
Diseases.

For overworked men, delicate women, sickly children this healthful, invigorating and stimulating tonic has no equal.

DOSE.—A small wine-glass full three times a day. Sold by all druggists. Refuse substitutes.

NEW ENGLAND ILLUSTRATED.

A series of five Portfolios, each comprising thirty or more half-tone engravings, size 4 x 6 inches, illustrating the scenic beauties of New England, have been issued by the BOSTON & MAINE RAILROAD under the following titles:

MOUNTAINS OF NEW ENGLAND
LAKES OF NEW ENGLAND
RIVERS OF NEW ENGLAND
SEASHORE OF NEW ENGLAND
PICTURESQUE NEW ENGLAND
Historic—Miscellaneous

The last named containing views of the birthplace of Whittier, Hawthorne, Horace Greeley, Franklin Pierce, The Old Chain Bridge, Wayside Inn, Street Scene at Old Hadley, and many other subjects of Historic Interest.

The above will be mailed upon receipt of six cents for each book, together with catalogue of descriptive books and SUMMER TOUR book, containing list of 1,000 summer hotels and boarding houses, routes, rates, maps, etc. Address, Passenger Dept., B. & M. R. R., Boston.

D. J. FLANDERS,
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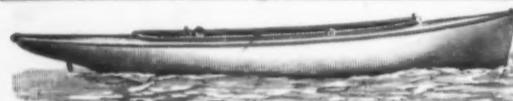
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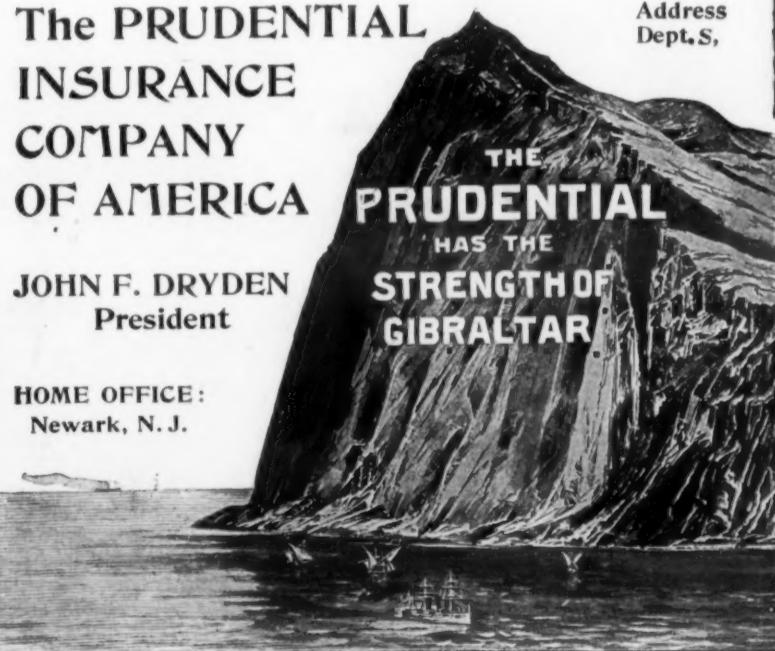
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